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150TH ANNIVERSARY

OF THE



OF THE

City of Baltimore.

October 11th to 15th, 1880.

OFFICIAL PROGRAMME.



BALTIMORE:
PRINTED BY ORDER OF THE EXECUTIVE BOARD,
Sesqui-Centennial Anniversary.

1880.

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BALTIMORE, ANCIENT AND MODERN:

ITS RAPID GROWTH AND DEVELOPMENT.

HISTORICAL SKETCH

By COL. J. THOMAS SCHARF.



LITTLE more than one hundred years after the discovery of this continent by Cabot, the first successful settlement was made in America on the Bay of Chesapeake—a word signifying in the Indian language “mother of waters.” The London Company received from James I, April 10th, 1606, a patent of the land now covered by the States of North Carolina, Virginia, Maryland, Delaware and a large part of Pennsylvania, and sent out on the 19th of December, 1606, a band of colonists, one of whose leaders was Captain John Smith, who first explored the Chesapeake Bay. They settled at Jamestown in April, 1607, and founded the colony of Virginia.

EXPLORATION OF THE CHESAPEAKE BAY.

Soon after his arrival at Jamestown, Captain Smith projected the exploration of the Chesapeake Bay, and on the 2nd of June, 1608, in an open barge of less than three tons burthen, with seven “gentlemen” and seven “soldiers,” he crossed the bay to the Eastern Shore, and, proceeding along the coast, searched “every

inlet and bay fit for harbors and habitations." From the Eastern Shore, he stood westward across the bay and made the mouth of the Patuxent. Passing northward he entered the Patapasco, to which, on account of the appearance of the soil along the cliffs, resembling bol ammonia, he gave the name of Bolus. After being absent twenty days, the discoverers of the site of Baltimore returned to Jamestown, but re-embarked on the 24th of July, after a rest of two days only, to finish their discoveries. During this voyage, Smith pursued the Patapasco to its source, which was then inhabited by the Susquehannongh Indians. Parting with these savages on friendly terms, he made his way to Jamestown, which he reached on the 7th of September. In these two voyages, Smith explored the whole of the Chesapeake Bay, and constructed an excellent map which still remains to us.

George Calvert, the founder of Maryland, while clerk in the Privy Council of England, became a great favorite of James I, and in 1617 he was knighted and became Sir George Calvert. About 1619 he was made one of the Secretaries of State, and about 1621 he removed to Ireland, where the King had given him a large tract of land.

CALVERT IN NEW FOUNDLAND.

On the 7th of April, 1623, Calvert obtained from the King a grant of a tract of land in New Foundland, to which he sent out some colonists, giving the settlement the name of Avalon. In 1624, he resigned his office of Secretary of State, and in 1625 the King raised him to the Irish peerage as Baron of Baltimore, in the County of Longford, Ireland. From this time forward he was known as Sir George Calvert, first Lord Baltimore.

In 1628, Lord Baltimore visited his settlement at New Foundland, but finding the climate extremely severe, he embarked for Virginia, where he arrived in October, 1629. He now cast his eyes, for the first time, on the beautiful and fertile unsettled country on the shores of the Chesapeake Bay. Returning to England, he applied to the King for a grant of the territory, but before his Charter was signed he died, April

15, 1632, leaving his titles and estates to his eldest son, Cecilius Calvert, who became second Lord Baltimore. In his name the Charter was made out June 20, 1632. Sir George Calvert at first thought of calling the province *Crescentia*, but, at the King's request, he gave it the name of Maryland (In Latin *Terra Mariæ*), in honor of the Queen, Henrietta Maria.

SETTLEMENT OF MARYLAND.

Having obtained a Charter for the province of Maryland, Cecilius Calvert set about to make a settlement of the territory. About two hundred colonists embarked in the *Ark* and *Dove*, from the Port of Cowes, in the Isle of Wight, on the 22d of November, 1633, and after a long and stormy voyage landed March 25th, 1634, on St. Clements' (now Blackiston's Island), Potomac River. They immediately took possession of the country with religious ceremonies, and on the 27th of March commenced a settlement on the main land at St. Mary's. The first Governor was Leonard Calvert, the brother of Cecilius. In 1649 the Assembly passed that noble Act of Religious Toleration that has placed Maryland so far above her sister colonies, and which threw the mantle of charity over all, and in the benefits of which the Catholic, Quaker and Puritan participated; for all had experienced the rigors of religious persecution. The colony truly became the "Land of the Sanctuary," and by this act all sects and denominations of Christians were secured for the first time in the public profession of their faith, and in the exercise of their religion, according to the dictates of their consciences.

A century after the passage of the Act of Toleration, Baltimore Town was unknown. About 1659, however, Baltimore County was erected, and its bounds included the present Counties of Harford and Cecil and part of Kent. In July, 1661, the Baltimore County Court was held at the dwelling house of Captain Thomas Howell, now in Cecil County. In 1674 there was an Act passed for the erection of Court Houses in each County, and soon after it was completed at the County Seat, Baltimore, which was on the east side of Bush

river, near its mouth. No stone now marks the site of the namesake of the present metropolis of the State. Two more Baltimore Towns were christened by Acts of Assembly, about 1744, in Worcester County, but could not be made to exist.

BALTIMORE COUNTY SEATS.

The next County Seat of Baltimore County was Joppa, which was created by Act of Assembly passed in 1724. It was situated on the east side of the Gunpowder River, about half a mile south of the Philadelphia and Wilmington R. R. bridge. Joppa received and shipped to England more tobacco than any other town in the County. It contained, besides the Court House, the Jail, St. John's Church, several large stone dwellings, warehouses, a ship-yard and a foreign commerce of consequence with Europe and the West Indies.

In 1706 a new Town was authorized to be erected on Whetstone Point, where Fort McHenry now is. This proposed Town came to nothing. In July, 1659, patents for lands on the Patapsco River, near the present site of Baltimore, were granted to several persons. Seventy years after, on the 14th of July, 1729, a petition was read in the Upper House of Assembly, signed by the leading men of Baltimore County, praying for the erection of a town on the north side of the Patapsco River, upon the land supposed to belong to Messrs. Charles and Daniel Carroll. On the 8th of August, 1729, the bill was passed "for erecting a Town on the north side of the Patapsco, in Baltimore County, and for laying out in lots sixty acres of land in and about the place where one John Flemming now lives." John Flemming was a tenant of the Carrolls, and his house stood near the banks of Uhler's Run, not far from the present intersection of Charles and Lombard Streets. The Act constituted Maj. Thomas Tolley, Wm. Hamilton, Wm. Buckner, Dr. George Walker, Richard Gist, Dr. George Buchanan and Col. Wm. Hammond, Commissioners of Baltimore Town. On December 1, 1729, the Commissioners agreed with Charles Carroll for the purchase of the lot mentioned in the Act of Assembly at forty shillings per acre, for sixty acres.

FOUNDING OF BALTIMORE.

On the 12th of January, 1730, seven of the Commissioners, and Philip Jones, Deputy County Surveyor, began to lay out the Town, beginning at a "bounded red oak" on the water side, at a spot not very far from the present corner of Light and German Streets. The line then ran northwesterly to about Sharp Street, where it struck what was called the "Great Eastern Road." It followed this line northeast to a sharp angle on the precipice corner of Saratoga and St. Paul Streets; then ran down the devious line of Jones' Falls to near its present intersection with Holliday Street; thence in a straight line to the Basin near Lombard Street; and thence by the water front to the place of beginning. The lot was traversed by three streets—Long Street (now Baltimore Street), Forrest Street (now known as Charles Street) and Calvert Street. There were also nine lanes, called South, Second, Lovely, Light, Hanover, Belvidere, East, St. Paul's and German lanes.

The Town Wharf was at the foot of Calvert Street. The lots were numbered from one to sixty of one acre each, and the first "taker up" was Mr. Charles Calvert, who selected, Jan. 14, 1730, lot No. 49, on the northeast corner of the Basin and Calvert Street.

FIRST WHITE NATIVE OF BALTIMORE.

In 1723, John Moale, an English merchant, settled near Baltimore and married the daughter of Captain Robert North, who took up lot No. 10, at the northwest corner of Calvert and Baltimore Streets. Here it was that Ellen Moale, the first white native of Baltimore, was born. In 1726, Edward Fell had settled east of Jones' Falls. In 1730 his brother, William Fell, bought the tract of land east of Jones' Falls, and thus gave a name to Fell's Point. On August 8th, 1732, the Assembly passed an Act for the erection of Jones' Town, "a town on a creek, divided on the east from the Town lately laid out in Baltimore County, called Baltimore Town, on the land whereon Edward Fell keeps store."

This was the beginning of "Old Town." Fell's store was on Front Street near French Street. Jones' Town was laid out July 20th, 1732, and in 1745 it was united to Baltimore Town. Several other additions were made to the Town but it was of slow growth.

BALTIMORE IN 1752.

In 1752 there were but twenty-five houses and two hundred inhabitants. The whole male population of the City could have been comfortably seated in a City railroad car. Fifteen years later, in 1768, Joppa, "fallen from its high estate," was deprived of its privileges, and its dignity of "County Town," was conferred on Baltimore, where a Court House and prison were erected. The old Court House was built on the site of the Battle Monument, the bluff at St. Paul and Fayette and Lexington Streets extended on to Calvert, then descended in an abrupt precipice to the Falls, and the Court House stood sheer and toppling under the very edge and curb of this bluff, until by the ingenuity of Mr. Harbaugh, it was, in 1784, underpinned and arched, and Calvert Street opened. At that time the arch under the Court House was supplied with stocks, pillory and whipping post. This old Court House was torn down about the year 1813 and the present one built. Mr. Robert Gilmor who came to Baltimore during the Revolution, once said that he caught crabs with a stick while walking around the water front on Exchange Place; that he learned to swim in Jones' Falls at the corner of Calvert and Lexington Streets, boats coming up to the powder house which stood at the foot of the precipice on which the Court House was erected; that he saw a man drown at the corner of Calvert and Lexington Streets, and that in the Revolutionary War he saw a mounted bugler swamped in the quagmire in front of where *The Sun* office now is. Calvert Street then ceased at the south side of Fayette Street; there was no Holliday Street on account of the Falls and Steiger's meadow; there was good shooting of snipe and woodcock on Harrison's marsh, where the Centre Market now stands; there was a mill where the gas house now is, and Englehart Yeiser

had not yet cut the canal through Steiger's meadow, which diverted Jones' Falls from its old horse shoe bend into its present bed.

THE FIRST CHURCHES.

Our ancestors did not forget their religious duties or allegiance to the Church of England. The first church *built* in Baltimore Town was St. Paul's—on lot No. 19 of the original Town plat—being the most elevated ground of the Town, and part of the property on which the present edifice of the same name is erected. It was not finished until 1744. The next church was the German Reform, built in 1756; the Lutheran and Quaker in 1758; the Presbyterian in 1763; the Catholic in 1770, and the Methodist and Baptist in 1773.

The mind was fed by James Gardner, who kept school at the corner of the present South and Water Streets, but there was, as yet, no market house for the creature comforts of the villagers, who probably relied independently on the vegetables, fruit, poultry and pork raised by their own industry within the bounds of their lots. But one was, nevertheless, soon set on foot, and not long afterwards, in 1763, erected by subscription at the northwest corner of Market and Gay Streets, with a large room above it, for popular assemblages, balls, and amusements suitable to a rather demure population. Having a market house, five or six dozen houses and three churches to protect, a fire department became necessary; so that every householder, under a penalty of ten shillings of the realm, was required to "*keep a ladder,*" to be used in case of fire: while an equal sum was imposed, as fine, if he allowed his chimney to blaze in the midst of so inflammable a neighborhood. The first volunteer fire company was the old Mechanical, which was organized in 1763.

FENCE AROUND BALTIMORE.

In 1755 the Town needed protection from the incursions of the Western savages, who, it is alleged, after the defeat of Braddock, penetrated the country past Forts Frederick and

Cumberland, and pushed their plundering and murdering parties to within fifty miles of Baltimore. There is a tradition of this period, that the country people were once actually driven into the Town, and that the women and children were placed, for safety, in the vessels in the harbor. However, to protect them from the incursions of the Indians, the Town's people erected a palisade around the village, shutting out all ingress or egress, except by a gate on Market Street near McClellan's Alley, and another on the upper part of Gay Street near the bridge, while a smaller aperture for foot passengers was cut in the circuit near the head of Charles Street, which then was the cliffs about Saratoga. The inhabitants, however, were never indebted to their fence for safety from the Indians, and in the course of time it served for fuel.

FRENCH IMMIGRANTS.

In 1756 about one thousand of the Acadians, who had been driven out of Nova Scotia, were brought to Baltimore. Some were taken into private families, and others lodged in a large empty house near the corner of Fayette and Calvert Streets, where they lived peaceably and were undisturbed in the exercise of their religion. As they were very industrious and thrifty, they soon began to build some small houses for themselves on South Charles Street near Lombard, giving to that quarter the name of "Frenchtown"—a name it retained until a very few years past. Baltimore was still further indebted for a French population of about fifteen hundred in 1793, when the refugees from the insurrection at Cape Francois came in the grand convoying fleet, principally to the Chesapeake.

FIRST NEWSPAPERS.

The *Maryland Gazette*, published at Annapolis, filled the wants of the community for a newspaper up to 1773, but in that year the inhabitants of Baltimore determined to support a public press of their own. Accordingly, on the 20th of

August, 1773, William Goddard, who had removed from Philadelphia, issued the first newspaper published in Baltimore. It was called the "Maryland Journal and Baltimore Advertiser," and issued weekly from the office which formerly stood on the site of the present Sun Iron Building. Goddard was also the founder of our present National Postal System, and his sister, Mary K. Goddard, was the first postmistress or postmaster of Baltimore, as well as the first "printress" or "editress" of a newspaper.

DURING THE REVOLUTION.

The history of the Town during the Revolutionary War is a part of our national history, and its events and heroes are so well recorded by the historian of our City and State in his larger works, that it is perhaps unnecessary in this rapid sketch to recount the local occurrences of the seven years' struggle and trial. It may be well to state, however, that at Long Island, at White Plains, at Harlem Heights, at Germantown, at Brandywine, at Monmouth, at Camden, at Cowpens, at Guilford, at Entaw and at Yorktown, the best blood of Baltimore was poured out freely for the common cause, and it was Baltimore soldiers who were first and always ready to meet face to face, with fixed bayonets, the veteran legions of British regulars. Among the noble band who deserve a conspicuous notice upon the page of history were Gist, Howard and Smith. They served throughout the war at the head of Maryland and Baltimore troops, and led them on many a victorious charge.

PEACE AND PROSPERITY.

The suspension of hostilities with Great Britain was joyously celebrated by an illumination on the night of the 21st of April, 1783. It was not only a rejoicing for release from war and for liberty and independence, but of anticipated prosperity arising from freedom, personal, agricultural and commercial; and, in truth, it is from this period that Baltimore may date a material progress unexampled in the history of

American cities. Renewed attention to Baltimore Town as a seat of trade followed the cessation of active warfare and the prospect of peace. Many merchants from other States and from Europe settled here, and in 1782 the streets were begun to be paved, especially the main or Market Street (now called Baltimore), which in spring and fall was generally impassable from Gay to the falls. Sidewalks were laid, and the width of the cellar doors and of the old-fashioned porches of front doors were limited, so that the burghers could not take up too much space allowed for pedestrians while enjoying their evening chat or pipe before their dwellings. Wharves, too, were built, and laws made to guard the streets from nuisances, and the harbor from street drainage; while the streets themselves were only to be used by vehicles of a certain breadth of wheel. To defray these expenses, an auction tax was laid on the sales of the only auctioneer in the Town; a tax was also imposed on public exhibitions and on assessed property; and, that common panacea—an annual *lottery*—was authorized to bring up the arrears of deficiencies in municipal expenses.

THE FIRST "CIVIC FATHERS."

The executive of this system was a Board of Commissioners with ample powers to aid the Town Commissioners; so that the new board—in fact the first "Civic Fathers" of Baltimore—composed of William Spear, James Sterrett, Englehart Yeiser, George Lindenberger, Jesse Hollingsworth, Thomas Elliott and Peter Hoffman—was made a sort of body politic and corporate, authorized to fill their own vacancies, appoint a treasurer, collect fines for the use of the Town, appoint constables and to report their accounts to the Town Commissioners. The intercourse with "the Western Country," too, was not neglected, for the value of the West was already known, and its virgin lands and mineral wealth coveted. This intercourse was promoted by roads through Frederick and Hagerstown and onward to the Monongahela and Ohio, while regular lines of stages were established, and began to ply betwixt Baltimore and Frederick and Annapolis. An attempt to light the streets

succeeded, as well as the plan of a day police and a night watch to guard the villagers while they slept. Our 8,000 townsmen of that day were, however, so exemplary in their demeanor, both in daylight and darkness, that but three constables were required for hours of business, and but fourteen watchmen for the night. We have advanced in civilization and numbers since then.

BALTIMORE CLIPPERS.

✓ When the Federal Constitution was adopted and ratified in 1788, the springs of commercial enterprise were again set in motion. Our shipping consisted principally of the smaller vessels, engaged in the West India trade, besides a few larger ones, which were gradually constructing and beginning to partake in the carrying of produce to foreign markets. Indeed, in proportion to the carrying trade, ship building grew, which has made our celebrated "Baltimore Clippers" famous. These schooners and brigs built on the Chesapeake Bay, after the model of what was then known as the "Virginia Pilot Boat," frequently showed a speed under sail that is now seldom attained by the best European steamers, and, under experienced and daring masters, they soon became the sovereigns of the West India trade, and even of some of the European traffics; so that, in the hands of intelligent merchants, they were the instruments of extraordinary enterprise and success. No one resource contributed so much to the use of Baltimore as these swift "skimmers of the seas," and it is strange that their model was for many years unmatched outside the Chesapeake Bay.

THE TOBACCO TRADE.

The staple productions of Maryland were then tobacco, corn, wheat and flour; the tobacco trade being principally conducted by foreign agents, mostly with European capital, and largely in foreign shipping. Before the Revolutionary War, it was usual to ship tobacco for account of the planters, who received advances from the British agents at the "landings" on the

Chesapeake, and who kept establishments throughout the province, in the small towns on the rivers, as well as the inspection houses, where they had stores for the supply of planters.

In 1784 a large commercial establishment from Holland was formed and settled here, and made large purchases of tobacco for Dutch account and direct shipment, thus superseding to a very great extent the English trade with Great Britain. Other houses from Bremen and Hamburg followed the example about this period, and partook of the trade in a similar way, still carrying principally in foreign vessels, until gradually the Baltimore merchants themselves, with enlarged means, began to participate for their own account—building clipper ships of considerable tonnage to carry the staple abroad. Thus by degrees the British became almost entirely excluded from the tobacco trade, and, as they disappeared, the tobacco and grain trades became concentrated at Baltimore, with but a small share left for Georgetown.

No companies had as yet been chartered for insuring marine risks, but certain men of business prepared policies of that class, which were subscribed to a large amount by merchants and others of responsible means.

In 1787 the Baltimore Fire Company was incorporated, and followed by the Maryland, Equitable, and other companies; while the bank of Maryland was incorporated in 1790, with a capital of \$300,000. This institution survived and flourished until 1835, when it expired in a mob caused by excitement of its defrauded creditors. A branch of the Bank of the United States in Baltimore followed in 1792, and the Bank of Baltimore in 1795.

BALTIMORE INCORPORATED AS A CITY.

At this time there was much agitation among our people on the subject of a Charter for the Town, including a Mayor's Court. Accordingly, in 1796, on the last day of the year, Baltimore was incorporated by the General Assembly, and became a City. James Calhoun was elected the first Mayor. The City contained

then about 20,000 persons, 3,500 houses, mostly of brick, and about 200 warehouses. Twenty-seven ships, thirty brigantines, and forty-four other vessels — 101 in all, sailed from this port, having an aggregate capacity of 13,564 tons. In 1798 the exports and imports amounted to \$12,000,000, and Baltimore ranked as the third commercial City of the Union. In 1730, when the City was laid out, it contained but sixty acres, divided into three streets and nine lanes, and was purchased for \$600. The City is now fifteen miles square, comprising in all about 9,600 acres, occupied by 80,000 houses, containing a population of over 350,000, and divided by 982 streets and alleys. In 1752 our merchant marine amounted to two vessels of about twenty tons each. To-day our shipping consists of about 2,500 vessels, with a tonnage of 9,000,000; while our foreign exports in 1879 amounted to \$40,044,489. At this time many efforts were made to add institutions, societies and churches to the City. Under the influence of Bishop Carroll and Rev. Dr. Bend, the old Baltimore Library was established, which was afterwards merged into the Maryland Historical Society, formed in 1844. There was also established about the same time several Lodges of Free Masons, and a company of mounted volunteers, under Captains Plunkett and Moore, and Samuel Hollingsworth; of artillery, under Captain Stodder, and of riflemen, under Captain Allen. In 1773 the Almshouse was erected on the lot bounded by Biddle, Eutaw, Garden and Madison Streets; and in 1793 the site of a hospital for the accommodation of strangers had been selected, and an asylum for these purposes was, after some time, erected. It should be mentioned, too, it was at this period that the old fort, erected in preparation for the Revolutionary War, on Whetstone Point, was repaired, and the "Star Fort" of brick erected, the ground being ceded to the United States, and the work called Fort McHenry, in honor of James McHenry, of Baltimore, the first Secretary of War under Washington. The demand abroad for our flour stimulated the "milling interests" of our City, and the abundant water-power of Jones' Falls and Gwynn's Falls was taken advantage of by the erection of numerous mills. In 1784 Leonard and Daniel Bar-

nitz erected a brewery at the corner of Hanover and Baltimore Streets, and about the same time Messrs. Gartz and Leybold built a sugar refinery in Peace Alley, between Conway and Camden Streets; while Mr. John Frederick Amelung came from Germany with a number of experienced glass manufacturers, and erected an extensive factory on the Monocacy, in Frederick County, whence, towards the close of the century, the works were removed, enlarged and re-established on the south side of the Basin, at the foot of Federal Hill, under the auspices of Mr. John F. Friese, and in later days of the Bakers.

THE STAR SPANGLED BANNER.

In the war of 1812 the inhabitants of Baltimore did all they could to aid and strengthen the hands of the Government, and took the lead in fitting out efficient privateers and letters-of-marque to annoy and distress the enemy. In many cases the Baltimore privateers captured English vessels at the mouths of their own ports in the British Channel. And when our beautiful City was attacked by a powerful fleet and army, how nobly did our citizens defend themselves against the hand of the spoiler!

Just before the bombardment of Fort McHenry by the British, on September 13, 1814, Francis S. Key, of Maryland, had gone with a flag of truce on board the Admiral's ship to solicit the release of a friend who had been taken prisoner; and he was not allowed to return until the attack was over. Believing that the fate of Baltimore was hanging in the balance, he passed the night in extreme anxiety until the dawning light showed the flag still flying above the ramparts. During this night, and while pacing the deck, he composed the famous song, "The Star Spangled Banner," one of the most spirit-stirring poems ever written, which gave expression not only to his own feelings, but those of all patriots throughout the country, and was everywhere sung with enthusiasm.

EVIDENCES OF PROSPERITY.

The reputation of Baltimore for unequalled prosperity and local advantages attracted great attention in all parts of the

Union as soon as peace was made in 1815, and commerce resumed its channels. An influx of sanguine and enthusiastic immigrants immediately took place, and activity pervaded all classes, and every branch of industry. Real estate went beyond its former extravagant prices; yet the increased population could hardly be accommodated; so that extensive improvements in buildings were made, while rents in the City became exorbitant. It was about this time that Baltimore was embellished with many public edifices, and especially (appropriate as the crown of its successful commerce,) by the splendid Mercantile Exchange, which still exists, though, in our day, has been sold to the United States Government for a Post Office and Custom House. The new Court House, begun in 1805, had been already finished in 1809, when the old one that encumbered the centre of Monument Square, was taken down. The Medical College on Lombard Street, a part of the University of Maryland, was completed in 1812. In 1809, the City Spring on North Calvert Street was erected and permission given for the erection of the "Washington Monument." In 1813 the first steamboat, called "The Chesapeake," was put on the line from Baltimore to Frenchtown. In 1813 the Masons laid the cornerstone of their old temple, now occupied by the City and Circuit Courts. In 1812 the first Lodge of the Order of Odd Fellows in America was established in Baltimore by Thomas Wildey and others.

BALTIMORE AND OHIO RAILROAD.

For many long years, and far into the present century, the great and steadily increasing Western trade, whose natural channels led it to Baltimore, was carried on by wagons. The older citizens can still remember the long trains of huge "Conestoga Wagons" that used to enter the City by the great northwestern and northern highways. On April 12, 1827, a company was organized, with Philip E. Thomas as its President, George Brown as Treasurer, and twelve Directors, with Charles Carroll, of Carrollton, at their head, who showed at once their boldness and prevision by naming the new enter-

prise the Baltimore and Ohio Railroad. The subscribed capital was over \$4,000,000, of which \$500,000 was furnished by the corporation of Baltimore. The corner-stone was laid on the 4th of July, 1828, and in October of the same year work was begun. In May, 1830, it was opened to Ellicott's Mills. Horse-power was first used, but the attention of the directors had been called to the use of locomotives in England, and on the 28th of August, 1830, an engine constructed by Peter Cooper, of New York, was placed upon the road, and though a singular looking affair to modern eyes, it demonstrated for the first time in America what was to be the motive power of the future. From that time onward our progress has been equal, though slow and substantial, receiving indeed considerable impetus from the opening of the Baltimore & Ohio Railroad to the Ohio River in 1853, and to St. Louis in June, 1857. The Washington Branch Road was completed in 1835. The corner-stone of the Northern Central Road was laid on the 9th of August, 1829, one hundred years from the date of the passage of the law for the laying out of Baltimore Town in 1729.

LINES OF COMMUNICATION.

Rival cities had not been blind to the splendid prize for which Baltimore was reaching, and rival lines were established to divert the trade. It was seen, that in order to hold her advantages, lateral connections must be made, and a through line still further West and Northwest established. Suffice it to say, that under the energetic administration of President John W. Garrett, the lines of the Baltimore and Ohio Railroad have been extended through Southern Ohio, reaching Portsmouth and Cincinnati, offering to the great grazing regions of Central Ohio, Kentucky, Indiana, Illinois and Missouri the nearest outlet to the sea. Its Southern lines traverse Virginia and connect with the great system of roads reaching to the Gulf. Its Chicago Branch taps the great grain, provision and lumber markets of the Northwest, and turns into it the traffic of Lakes Michigan and Erie. To all this vast area, containing more than one-third of the whole population of the Union, and

richer in products of agriculture than any other of equal extent, the Baltimore & Ohio offers the shortest and cheapest route to the Atlantic seaboard. To accommodate the immense traffic brought to the City by these Western extensions, ample terminal facilities have been provided at Locust Point for meeting all the needs of shipping and the foreign business. The Northern Central, the Baltimore & Potomac and the Western Maryland afford additional lines of communication with the West and South. There are two lines of steamers plying between Baltimore and Europe—the North German Lloyds, sailing weekly, for Bremen via Southampton, and the Allan Line, weekly, between Baltimore and Liverpool, via Halifax. There are also coastwise lines to Boston, New York, Philadelphia, Norfolk, Richmond, Wilmington, Charleston, Savannah, Havana and New Orleans.

FRUITS OF ENTERPRISE.

As we had in 1816 been the first City of the Union to introduce the general use of gas as an illuminating material, and in 1827 to require the incorporation of the first great railroad, and in 1830 the first steam passenger locomotive, so we were the first to enjoy the electric telegraph which was tested and established between Washington and Baltimore in 1844.

While these material improvements were devising for the future, Baltimore took other steps for intellectual advancement. A number of Societies were incorporated, and on the 21st of September, 1829, the first public school was opened in our City, and the system inaugurated which, with various changes, has proved materially useful to thousands of our citizens. In March, 1827, William Patterson presented to the City what is now known as “Patterson Park;” but the pride and boast of the City is the beautiful Druid Hill Park, which was purchased by the City in 1860, for \$500,000, and afterwards enlarged by other purchases to an area of about 1000 acres. The interest on the cost and the expense of maintaining these parks is provided for by a tax of one cent per passenger conveyed by the passenger railways.

PUBLIC BUILDINGS.

Baltimore is noted for its hotels and places of amusement. Fords Grand Opera House, on Fayette near Entaw Street, is one of the most imposing theatrical buildings in the country, and the proprietor, Mr. John T. Ford, is one of the best known theatrical managers. No business foreign to the stage is conducted within its walls; the entire interior is devoted to theatrical and kindred uses. The most imposing public building in Maryland is the new City Hall, which was dedicated on October 25, 1875. The Peabody Institute was dedicated in the presence of its founder October 25, 1866. The Johns Hopkins University was opened on October 3, 1876.

Baltimore's progress was thus rapid, sound and elastic, until the great Civil War of 1861 broke out, which put a check, for the time being, upon our growth and prosperity. The City, though its prosperity suffered from the Civil War, still had certain partial compensations in the increased knowledge obtained by our countrymen of its geographical importance, of the value of Maryland lands, streams and mines, as well as in the temporary depot trade in military supplies and troop transportation. But the war stopped the great trade of Baltimore with the South, and broke the City's connection with the West. Since the conflict ended, the revival of this suspended prosperity has been steady and firm; nor can anyone observe our thronged streets, our crowded cars, our packed vans, the gay crowds of pleasure-seekers in our parks, the wide-awake, healthy alacrity of our people at all times, the rows of comfortable houses, built and building in every direction, without being aware of Baltimore's substantial growth and prosperity.



Kurzer Abriss
der
Geschichte Baltimore's
Mit besonderer Berücksichtigung
der
deutschen Bevölkerung.

Von
EDUARD LEYH.



Wenig im Dämmerlichte der Sage, wie die ersten Anfänge grosser Städte der alten Welt, sondern in der hellen Beleuchtung der Geschichte steht die Gründung der Handels-Metropolen dieses Continents; man weiss, wer die ersten weissen Bewohner von Boston, New-York, Philadelphia und Baltimore waren, die Legislative-Akten und Munizipal-Records bezeichnen genau den Tag, an dem die aufblühenden Niederlassungen der Anglo-Sachsen in der neuen Welt zuerst städtische Gerechtsame erhielten; ein amerikanischer Lokalhistoriker braucht deshalb keine Gründungslegende auszuschmücken oder kritisch zu untersuchen.

BALTIMORE, die Metropole des Südens der Union und die fünfte Stadt dieser Republik (trotz dem Census, welcher uns erst die siebente Stelle anweist, weil St. Louis und Boston ihre Vorstädte mitzählen, Baltimore aber nicht) — Baltimore, das ohne seine Vorstädte 330,000, aber mit

denselben 393,796 Seelen zählt, wurde vor 150 Jahren zuerst als "Town" vermessen und hatte damals kaum die Grösse eines kleinen deutschen Fischerdorfes. Kaum 125 Jahre vorher hatte der erste Weisse, der kühne Seefahrer und Abenteurer John Smith, zuerst die drei Arme des oberen Patapsco besucht und die geräumigen Häfen entdeckt, welche die wachsende Handelsstadt im Laufe dieses Jahrhunderts allmählig mit ihren Werften, Strassen und Häusermassen umsäumte.

Noch ein halbes Jahrhundert nach Smith's kühner Erforschungsfahrt blieb die Gegend eine Wildniss, in der sich kaum ein Paar Ansiedler niedergelassen, und erst gegen Ende des 17. Jahrhunderts wurden der Pflanze mehr und sie konnten an eine engere Vereinigung denken; doch dauerte es immer noch bis gegen Ablauf der ersten 25 Jahre des vorigen Jahrhunderts, ehe sie den Gedanken zur That machten.

Zur besseren Orientirung kann man die Geschichte unserer Stadt in vier verschiedene Epochen eintheilen:— 1. die ersten Niederlassungen der Weissen am oberen Patapsco; 2. Gründung der Stadt und maritimer Aufschwung derselben; 3. anscheinender Stillstand und innere Fortentwicklung als Fabrikstadt, und 4. neuer Aufschwung des See- und Binnenhandels und beispielloses Wachsthum.

Die ersten Niederlassungen der Weissen am oberen Patapsco.

Capitain John Smith, der berühmte Seefahrer und Gründer von Jamestown, Virg., der infolge seines Romans mit Pocahontas, der Tochter des mächtigen Indianerhäuptlings Powhatan, von einem poetischen Nimbus umstrahlt wird, welcher dauern wird, so lange die weisse Rasse Besitz von diesem Continente hat, erzählt in dem Berichte über seine sechste Erforschungsreise, die er mit zwölf Mann in einem offenen Boote die Chesapeake-Bay hinauf machte, dass er den nordwestlichen Zufluss der Bay Bolus taufte, weil der rothe Thon der Ufer dem "*Bole Armonick*" gleich. Dieser

Fluss Bolus mit seinen drei Armen ist der heutige Patapsco. John Smith und seine zwölf Gefährten waren jedenfalls die ersten weissen Männer, welche diese Gegend betraten. Sie fanden dieselbe frei von Indianern, als vollständige Wildniss. Dies geschah im Jahre 1608.

Lord Baltimore, welcher 20 Jahre später in's Land kam, sich aber an der Südwestspitze des heutigen St. Mary's County niederliess, befuhr die Chesapeake - Bay ebenfalls, doch ist es zweifelhaft, ob sein Fahrzeug in einen der drei Arme des Bolus einlief. Dieser humane Grundherr zog aber allmählig viele Ansiedler herbei, sowohl aus England, als auch aus Pennsylvanien und den neu-englischen Ansiedlungen, und die Ländereien an der Bay und ihren Nebenflüssen wurden nach und nach in Cultur genommen, die undurchdringlichen Wälder begannen sich zu lichten. Im Jahre 1659 wurde Baltimore-County organisirt; dasselbe umfasste damals nicht nur das heutige County dieses Namens, sondern auch noch Harford und Carroll, sowie grosse Theile der Counties Anne Arundel, Howard und Frederick.

Der erste weisse Ansiedler im heutigen Stadtgebiete ist wahrscheinlich Charles Gorsuch gewesen, der 1661 fünfzig Acker Land auf Whetstone Point patentiren liess. Ferner finden wir um jene Zeit David Jones, nach welchem Jones Fälle benannt wurden, Wm. Fell (Fells Point), Alexander Mountenay, Abraham Clarke und Thomas Cole als Pflanzern um den nordöstlichsten Arm des Bolus, der unterdessen den Namen Patapsco erhalten hatte, angesiedelt. Clarke war der erste Schiffsbauer in dieser Gegend.

Um das Jahr 1668 kommen schon die deutschen Namen Blomfield, Diering und Kemp unter den Pflanzern vor. In diesem Jahre landeten auch die ersten Seeschiffe im oberen Patapsco. Das Gerichtshaus befand sich in Joppa, am Gunpowder, einem Orte, von welchem heute kaum noch eine Spur vorhanden ist; nur der Name eines Vicinalweges in Baltimore County, old Joppa Road, erinnert noch an jenen Hafen und Countysitz.

Am 19. April 1706 wurde "Whetstone Point" zum Town erhoben.

Im Jahre 1726 standen auf dem Gebiete der mittleren Stadt drei Wohnhäuser, eine Mühle und ein Tabacksmagazin. Doch von jenem Jahre an besiedelte sich die Gegend schnell, wenn auch die meisten Ansiedler auf Locust Point blieben.

Am 24. Juli 1729 richteten verschiedene Ansiedler von Cole's Harbor, Fell's Point, Moale's Point und Mountenay's Neck eine Petition an die Colonial-Gesetzgebung, eine Stadt erbauen zu dürfen, und schon am 8. August desselben Jahres wurde die Bill Gesetz. Man beabsichtigte Anfangs, die neue Stadt am nördlichen Ufer der Spring-Gardens auszumessen, doch Hr. John Moale, welcher in jener Gegend werthvolle Eisenerzgruben besass, wollte keine Stadt und setzte es in Annapolis durch, dass dieselbe nördlich vom östlichen Arm locirt wurde. Die Vermessung begann am 12. Januar 1730. Es wird nicht uninteressant sein, zu bemerken, dass schon ein Deutscher zu jener Zeit hier angesiedelt war, nemlich Joh. Flemming, dessen Haus an der Süd-Charles - nahe Germanstr. stand, und jedenfalls wurde diesem zu Ehren eine der neun Lanes "Germanstr." genannt, indem dieser Strassenname mit unter den fünfzehn Originalnamen erscheint. Die neue Stadt erhielt den Namen "Baltimore Town," zu Ehren des damaligen Grundherrn von Maryland, Lord Baltimore; aber trotz ihres reichen Taufpathen war sie doch sehr armselig, kaum 60 Acker gross. Die östliche Grenze bildeten Jones Falls, die nördliche Saratoga- und die westliche Liberty-Strasse. Am 4. October 1730 wurde die neue Town-Verwaltung organisirt und die Stadt Baltimore nahm ihren bescheidenen Anfang.

Ausser dem deutschen Namen Flemming finden wir noch den der Familie Uhler, welche um jene Zeit von Frederick hier einwanderte.

Das erste Aufblühen Baltimore's.

Die Zeit bis zum Jahre 1730 war für Baltimore die Periode von "Anno Toback." Alles, was damals auf dem hentigen Gebiete Baltimore's angesiedelt war, pflanzte Tabak, handelte in Tabak, bezahlte seine Schulden mit Tabak und verkaufte seine Arbeit und Produkte für Tabak. Erst mit Gründung der Stadt änderten sich die Verhältnisse, aber Baltimore wurde und blieb noch lange Zeit der erste und grösste Tabaksmarkt der Welt. Mit jedem Jahre nahm die Zahl der Schiffe und der europäischen Einwanderer zu; unter letzteren waren selbstverständlich zahlreiche Deutsche: Kanfleute aus den Rheinlanden sowohl, als auch sogenannte "Redemptionisten," welche durch mehrjährige Leibeigenschaft ihre Ueberfahrt abverdienten.

Schon um die Zeit der Unabhängigkeits - Erklärung hatte Baltimore, die junge Stadt am Patapsco, die weit ältere Provinzial - Hauptstadt Annapolis überflügelt. Ein unternehmendes Geschlecht grosser Kaufleute und Seefahrer machte das kleine Baltimore noch vor Ablauf des 18. Jahrhunderts zu einer Metropole des Seehandels der neuen Welt. Welche bedeutende Rolle die Deutschen im vorigen Jahrhundert in Baltimore spielten, hat uns der tüchtige Lokalhistoriker Thos. Scharf in seiner Vorlesung über die Deutschen in Baltimore auseinandergesetzt. Er sagt: "Die Gebrüder Barnitz liessen sich im Jahre 1748 in Baltimore nieder und errichteten eine Branerei auf der Südwest - Ecke der Baltimore - und Hanoverstrasse. Ungefähr fünf Jahre später kam Dr. C. F. Wiesenthal, ein deutscher Arzt, nach Baltimore, wo er sich eine ausgedehnte Praxis erwarb und 34 Jahre lang thätig war. Er starb im Jahre 1789. Aus allen Mittheilungen, die über sein Wirken in Baltimore auf unsere Zeit gekommen sind, geht hervor, dass er ein sehr geschickter Arzt war und sich um das Gemeinwohl der Bürger Baltimore's verdient machte. Keiner unter den später in Baltimore lebenden Aerzten braucht sich heute seines Vorgängers, des ersten deutschen Arztes in unserer Stadt, zu schämen. Dr. Andr. Wiesenthal, sein Sohn, war Secretair, Schatz-

meister und Bibliothekar der ersten in Baltimore in's Leben gerufenen medizinischen Gesellschaft. Im Jahre 1753 zog David Larsch, ein pennsylvanischer Deutscher, nach Baltimore und baute an der Südwest-Ecke der Baltimore- und Gaystrasse ein Wirthshaus. Andreas Steiger, ebenfalls ein Deutscher, kaufte im Jahre 1756 auf der Nordost-Ecke der Gay- und Baltimorestrasse ein Grundstück an und erwarb sich auch auf dem östlichen Ufer von Jones' Fälen Grundeigenthum, welches er drainiren und zu einem Weideplatze einrichten liess. Dieser Weideplatz wurde später, als er bereits längst bebaut war, "Steiger's Meadow" genannt. Im Jahre 1782 wurden die ersten Stadtväter der Stadt Baltimore, sieben an der Zahl, ernannt; fünf dieser Stadtväter waren Deutsche und hiessen Jakob Sterrett, Engelhardt Zeiser, Georg Lindenberger, J. Hollingsworth und Peter Hoffmann. Sieben Jahre später setzte Engelhardt Zeiser es durch, dass die Jones' Fäle in zwei Arme getheilt wurden. Die Deutschen, auf welche ich oben verwies, eigneten das tiefliegende Land nahe dem Punkte, wo die Fäle ihre Hauptbiegung machten. Sie durchstachen einen Kanal, der von einer Mühle an der Bathstrasse quer durch Steiger's "Meadow" nach Jones' Fälen lief.

Unter den deutschen Kanfleuten, welche durch ihr Kapital, ihren Unternehmungsgeist und ihre Energie in so ausserordentlichem Masse zum Aufblühen des Handels der Ver. Staaten beitrugen, verdienen keine mehr hervorgehoben zu werden, als Friedr. und Johann Brune, Vater und Sohn. Diese früheren Mitglieder der noch jetzt bestehenden Firma F. W. Brune & Söhne waren die Nachfolger der Firma Von Kapff & Ansbach, welche im Jahre 1795 etablirt ward. Die Mitglieder dieser Firma wurden bedeutende Schiffsrheder, importirten grosse Quantitäten deutsches Linnen und exportirten grosse Ladungen Tabak und Colonialwaaren. Den Haupthandel führten sie mit Süd-Amerika und die eifrige Concurrenz, welche sie damals in den hiesigen Kaufmannskreisen wachriefen, hatte einen seltenen Aufschwung der Schifffahrt und zugleich auch die Erbauung jener schnell-

segelnden und unter dem Namen "Baltimorer Clipper" bekannten Fahrzeuge zur Folge. Hr. Fried. W. Brune starb im 84. Lebensjahre, nachdem er die Stadt Baltimore von einem Platze von 30,000 zu einer Grossstadt von 200,000 Einwohnern hatte aufwachsen sehen. Ferner ist Baltimore auch dem Gründer der Firma Peter Hoffmann & Söhne ausserordentlich verpflichtet. Der Senior dieser Firma wurde im Jahre 1742 in der Nähe von Frankfurt am Main geboren und kam sehr jung nach Amerika, wo er später die genannte Firma gründete, die vor 70 Jahren das erste Manufaktur-Geschäft Baltimore's bildete. Seltsam genug ist es, dass das Geschäftsgebäude jener Firma gerade auf demselben Platze stand, auf welchem sich heute das prächtige Gebäude des Manufakturwaarenhändlers Hrn. Hamilton Easter erhebt.

Noch viele andere Namen deutscher Kaufleute lassen sich hier anführen, wie z. B. Falk, Focke, Albert, Meyer, Schwarz, Cohen, Schäfer, Bohn, Brantz, Wäsche, Schröder, Lürman, Benzing, Reinecker, Diffenderffer u. A.

Als die Revolution in den dreizehn Colonien ausbrach, war Baltimore noch ein unbedeutender Ort mit kaum 10,000 Einwohnern; erst wenige Jahre vorher, 1768, war es der Countysitz geworden und bis zu jenem Jahre mussten seine Bürger ihr Recht noch vor dem Countygerichte in Joppa suchen. Aber in dem kleinen Seestädtchen steckte ein Unternehmungsgeist, der darauf ausging, ältere und grössere Gemeinwesen zu überflügeln. Auf der von Clarke angelegten Schiffswerfte, die den Schiffsbau schon nicht mehr allein betrieb und mehrere Concurrenten erhalten hatte, wurden bereits Seeschiffe gebaut und Baltimore's Hafen machte den grösseren Häfen von Annapolis und Joppa fühlbare Concurrenz. Annapolis war die Colonial-Hauptstadt und seine Bürger standen zu sehr unter dem Einflusse der Behörden, was die Entwicklung der Stadt behemmt; in Baltimore waltete ein freier Geist, der, uneingeschränkt durch bevormundende Verordnungen, nach dem Besten strebte. Schon 1769 wurde die freiwillige Feuerwehr hier errichtet und unter den sechs Gründern derselben war der Deutsche Georg Lindenberger.

Als das Doppelgefecht von Lexington und Concord geschlagen war und der Continental-Congress Truppen verlangte, bildete sich in Maryland ein vollständiges deutsches Regiment und eine deutsche Artillerie-Compagnie. Diese beiden Truppenkörper wurden aus Baltimore-, Frederick- und Harford-County rekrutirt und fochten mit grosser Auszeichnung unter Gen. Smallwood. Bei Long-Island, bei White-Plains, auf den Harlem-Höhen, bei Germantown, bei Brandywine, bei Monmouth, bei Cowpens, bei Guilford und bei Eutaw vergossen sie ihr Blut für ihr Adoptiv-Vaterland, und sie waren immer bei der Hand, wenn es galt, den britischen und hessischen Truppen mit gefälltem Bayonnete zu begegnen.

Als der Continental-Congress 1776 von den Engländern aus Philadelphia vertrieben wurde, fand er in Baltimore eine Zufluchtsstätte und zwar hielt er seine Versammlungen in einem von einem Deutschen, Hrn. Jacob Fite, neu errichteten Gebäude an der Ecke von Baltimore- und Liberty-strasse.

Nach Beendigung des Unabhängigkeits-Krieges blühte Baltimore ausserordentlich rasch empor und schon 1796 wurde es von der Staatsgesetzgebung zur "City" erhoben. Unsere Clipperschiffe waren auf allen Meeren zu finden und gehörten zu den kühnsten Blockadebrechern während der Continental-sperre. Die verschiedenen kleinen "Towns," wie "Cole's Harbor," "Fell's Point," und "Baltimore Town," waren allmählig zusammen gewachsen, oder doch durch Brücken und Strassen verbunden. Noch vor Ablauf des Jahrhunderts wurde ein ständiges Theater erbaut, Post- und Express-Verbindungen mit Philadelphia und den westlichen Counties und Virginien eingeführt, kurz: in jeder Hinsicht waren die Baltimorer Handelsherren thätig, ihrer Stadt Bedeutung zu verschaffen. Im Kriege von 1812 liefen in Zeit von drei Wochen aus dem hiesigen Hafen 44 Kaperschiffe aus und die Heldenthaten dieser Baltimorer Kaperflotte bilden ein glorreiches Kapitel der Geschichte jenes Krieges. Baltimore stand damals als Seestadt über New-York und machte Boston

und Philadelphia den Rang streitig; jedenfalls hat es im Seekriege jener Zeit mehr gethan, als jene Städte zusammen.

Die gewaltigen Anstrengungen zu Wasser und zu Lande, welche unsere kleine Stadt in jenem Kriege machte, blieben in England nicht unbeachtet, und die britischen Befehlshaber wurden von London aus besonders angewiesen, das "Piraten-nest am Patapasco" ganz exemplarisch zu züchtigen. Im Sommer 1814 lief Admiral Cockburn mit einer grösseren Flotte in die Bay ein, verheerte die Pflanzungen am Westufer, drang bis Washington vor und zerstörte die Regierungsgebäude der jungen Bundeshauptstadt, welche damals kaum 25 Jahre existirte. Sodann zog er seine Landarmee und seine Seemacht vor Baltimore zusammen. Alles griff hier zu den Waffen. Die Landspitze McHenry, welche zwei Deutsche, Griest und Lautenschläger, bereits im Revolutionskriege befestigt hatten, wurde rasch durch Erdwerke verstärkt und ein deutscher Artillerie-Offizier, Oberst Armstädt, leitete die Vertheidigung; er heizte den britischen Linienschiffen dermassen ein, dass sie sich rasch aus der gefährlichen Nähe seiner Vollkugeln und Granaten verzogen. Bei dieser Gelegenheit wurde von Francis Key das "*Lied vom Sternbanner*" gedichtet, welches seitdem die Nationalhymne des amerikanischen Volkes geworden ist. Am 12. Septbr. kam es bei North Point zur Schlacht; Gen. Ross fiel und die Veteranen Wellington's aus dem Kriege auf der iberischen Halbinsel wurden dort von ungeübten Milizen geschlagen. Wie der Doppelsieg der Griechen bei Platäa und Mykale am 25. Septbr. 479 v. Chr. den Persern die Lust zu neuen Einfällen in Griechenland benahm, so wurde durch den Doppelsieg der Amerikaner am 12. Septbr. der zweite Krieg mit England faktisch beendet; an demselben Tage nemlich, an welchem die Engländer auf North Point von den Baltimoreern geschlagen wurden, wurde ihnen auch auf dem Chaplainsee eine stattliche Flotte vernichtet. Dass die Deutschen Baltimore's bei North Point schon in grosser Anzahl mitfochten, beweisen die deutschen Namen auf dem Schlachten-Denkmal, aber noch mehr die Musterrollen des ganz aus Deutschen

bestehenden Jäger- und Schützen-Bataillons. Dem Obersten Armistead wurde von den dankbaren Baltimoreern ein Denkmal gesetzt, welches aber in den sechsziger Jahren verschwand.

Ein halbes Jahrhundert der inneren Entwicklung.

Nach Beendigung des zweiten Unabhängigkeitskrieges schwang sich Baltimore erst recht empor und in jeder Richtung wirkte es schaffend und bahnbrechend. Schon 1816 wurde der erste Flusssdampfer gebaut; 1817 wurde hier das Kohlenleuchtgas erfunden und Baltimore ist die erste Stadt der Welt, welche Gasbeleuchtung hatte. Unterdessen war die Einwanderung aus Deutschland so stark geworden, dass die deutschen Rheder und Kaufleute es nothwendig fanden, eine *deutsche Gesellschaft* zum Schutze hilfloser Einwanderer zu gründen. Besonders zahlreich war die Einwanderung im Jahre 1818. Im Jahre 1820 machte der deutsche Drucker Hanzsche den zweiten Versuch, eine deutsche Zeitung hier zu gründen, nachdem schon 1795 der deutsche Drucker Sauer aus Pennsylvanien ein deutsches Blatt hier herausgegeben hatte, das aber nicht lange bestand.

Baltimore's Schiffswerften lieferten in jener Zeit die besten Schiffe der Welt, unsere Schnellsegler durchpflügten alle Meere und waren die Freude und der Stolz jedes Seemannes.

Doch der Wurm existirte bereits, der an Baltimore's commerzieller Blüthe nagte: es war der "Erie-Kanal," welcher für New-York die Kornkammer des Westens erschloss; der früher von Baltimore geplante "Chesapeake-Ohiokanal" konnte leider nicht bis zum Ohio verlängert werden.

Der Unternehmungsgeist Baltimorer Kaufleute war jedoch auch dieser Calamität gewachsen. Im Jahre 1825 wurde die "Baltimore-Ohio-Bahn" geplant, 1828 der Grundstein gelegt und 1829 war sie bis Ellicotts-Mills fertig; es war die erste Passagier- und Frachtbahn der Welt. Am 28. August 1830 fuhr die erste Dampf-Locomotive auf dieser Bahn, erfunden und gebaut von Peter Cooper, dem jetzt

greisen New-Yorker Millionär. Leider dauerte es dann noch an 22 Jahre, ehe die Bahn den Ohio erreichte und diese Zeit war für Baltimore's Aufblühen verhängnissvoll; es blieb hinter New-York und Philadelphia zurück.

Aber der Geist der Strebsamkeit, welcher bei allem sprichwörtlichen Conservativismus dem Baltimorer angeboren zu sein scheint, war nicht auszurotten; der Seehandel krankte, aber die Stadt warf sich auf die Industrie und in den dreissiger und vierziger Jahren erstanden hier eine Anzahl Fabriken und Geschäfte, welche seitdem einen Weltruf erworben haben; wir nennen hier Wm. Knabe & Co.'s Piano-forte-Fabrik, die Tabaks-Fabrik von Gail & Ax, Wm. Wilken's Haar-Fabrik, Wendell Bollman's Brückenbau-Etablissement, August Vogeler & Co.'s Drogenhandlung und Wm. Numsen's Präserven-Geschäft; merkwürdigerweise sämmtlich von Deutschen und mit der einzigen Ausnahme von Gail & Ax, von unbemittelten Deutschen in's Leben gerufen.

In Baltimore wurde 1842 das erste Eisengebäude der Welt für die 1837 gegründete „Sun“ errichtet, und nach wenigen Jahren rasselte in den Kellern der „Sun“ die erste Cylinderform-Pressen der Welt; auch war es diese Zeitung, welche die erste telegraphische Depesche publizirte, indem 1844 die erste Telegraphenlinie des Continents zwischen Washington und Baltimore fertig wurde. Die älteste Zeitung Baltimore's ist der „American,“ welcher sein Entstehen auf das Jahr 1773 zurückführt.

Im Jahre 1840 gründete Friedrich Raine, damals kaum 17 Jahre alt und ebenfalls mittellos, wie seine mitstrebbenden Zeitgenossen Knabe, Wilkens und Numsen, den „Deutschen Correspondenten,“ welches Blatt seitdem zu einer der ersten deutschen Zeitungen des Landes empor gewachsen ist.

Die deutsche Einwanderung, welche Anfangs der dreissiger Jahre abermals stärker strömte, nahm allmählig wieder ab, bis sie 1848 aufs Neue in Fluss kam und unserer Stadt ein fleissiges, betriebsames Element des deutschen Mittelstandes zuführte, das sich allmählig des Kleingewerbes in

derselben Weise bemächtigte, wie zu Anfang des Jahrhunderts die deutschen Kaufleute den Grosshandel an sich zu ziehen wussten. Metzger, Bäcker, Schneider, Schreiner, Klempner, Kürschner u. s. w. sind hier zum grössten Theile Deutsche, und die grosse Mehrzahl dieser deutschen Gewerbetreibenden erfreut sich eines verhältnissmässigen Wohlstandes.

Die achtundvierziger Einwanderung leitete unserer Stadt ein deutsches Element zu, welches wie Sauerteig unter den in Stagnation gerathenen lang-ansässigen Deutschen wirkte; lange Zeit stiessen sich die "Grauen" und die "Grünen" gegenseitig ab und es ging ein Jahrzehnt vorüber, ehe sie sich vereinigten; denn diese "grünen" Deutschen brachten ganz neue politische, soziale und religiöse Ideen mit, welche selbstverständlich den "Grauen" ein Gräuel waren. Wie viel Schaum und Wind aber auch darunter gewesen sein mag, so darf man doch den hohen Werth, welchen dieser Bevölkerungs-Zuwachs für das deutsche Element hatte, nicht verkennen: der Anglisirungs-Prozess wurde durch denselben wesentlich aufgehalten und die Deutschen begannen im Gegentheile germanisirend auf ihre anglo-amerikanischen Mitbürger einzuwirken. Oder ist es nicht germanisch, dass heute in jedem Baltimorer Hause am Weihnachtsfeste ein Christbaum brennt, dass Musik und Gesang allenthalben gepflegt werden, dass man heute in der feinsten Restauration das noch vor einem halben Menschenalter verpönte deutsche Bier trinkt? Gegen Ende der 40-er Jahre bestand nur *eine* Brauerei hier und *diese* fristete ein kümmerliches Dasein; heute hat Baltimore fünfundvierzig solcher Geschäfte, darunter mehr als ein Dutzend, deren Biere Exportartikel geworden sind.

Auch in geistiger Beziehung hob sich das Deutschthum. Der "Correspondent" konnte schon 1844 den Versuch wagen, täglich zu erscheinen und war 1848 eine gesicherte Institution als tägliches deutsches Blatt; verschiedene deutsche Druckereien wurden gegründet, aus deren Offizinen im Laufe der Zeit zahlreiche Bücher, Pamphlete und Sonntagsblätter

hervorgingen; C. W. Schneidereith etablirte sich 1849, Th. Kroh 1852, der "Baltimore Wecker" wurde 1852 gegründet und erschien bis 1878 täglich. Die Lithographenfirma A. Hoen & Co. entstand 1848.

Von den deutschen Gesangsvereinen reicht nur der "Liederkranz" in die Zeit der "Grauen"; er entstand im Jahre 1836; alle anderen Gesangsvereine wurden durch die Nachachtundvierziger gegründet. Die "Concordia" gründete sich 1847, der "Allgemeine Arbeiter-Kranken-Unterstützungs-Verein" und die "Balto. Schützen-Gesellschaft" im Jahre 1851; der "Soz. dem. Turnverein" wurde 1850 in's Leben gerufen. Im Jahre 1859 machte das Baltimorer Deutschthum seine erste grossartige Demonstration durch das Steubenfest. In den sechsziger Jahren waren die Deutschen ein Bevölkerungselement Baltimore's geworden, welches verschiedenen Stadttheilen geradezu seinen Stempel aufdrückte. Deutsche Kirchen und Schulen, gesellige und Wohlthätigkeits-Vereine entstanden zu Dutzenden und deutsche Geschäftshäuser und Firmen wurden zu Hunderten, wenn nicht Tausenden, in's Leben gerufen.

Neuer Aufschwung des Seehandels.

Der Bürgerkrieg beeinflusste nur gewisse Fabrik- und Handelszweige unserer Stadt günstig; im Allgemeinen krankte unser Geschäftsleben. Ein Importartikel um den andern, welchen die Baltimorer früher monopolisirt hatten, war ihren Händen entschlüpft; europäische Waaren wurden schon lange nicht mehr direct in Baltimore eingeführt, wenigstens nur in unbedeutenden Quantitäten. Unsere Grosshändler und Zwischenhändler waren längst gewohnt, New-York als ihren Markt anzusehen, welches mit seinen Polypenarmen den Haupt-Export aller amerikanischen Stapel an sich gerissen hatte und folglich auch die Einfuhr vermittelte. In den Geschäftsstrassen unserer Stadt begann Gras zu wachsen und unsere Werften zerfielen.

Um die Mitte der sechsziger Jahre wurde die Baltimore-

Ohio-Bahn bis St. Louis und Chicago verlängert und diese Thatsache gab den Handelsverhältnissen eine andere Wendung. Die Träume der Handelsherren vor 50 Jahren, der Pattersons, McKims u. s. w. begannen sich zu verwirklichen. Eine Dampfer-Verbindung mit Liverpool wurde in's Leben gerufen und am 27. März 1868 wurde die erste Dampfer-Verbindung mit Bremen eröffnet; von Stund an nahm unser Handel einen neuen Aufschwung und heute ist Baltimore bereits der zweite Ausfuhrhafen des Landes.

Ungeachtet aller Rückschläge hat Baltimore doch seinen Rang im Census zu behaupten gewusst, und während der letzten zehn Jahre hat es in der Handelsstatistik seinen alten Platz als Exporthafen wieder erobert. Bei den Vortheilen seiner Lage — es ist dem Süden und dem Westen um 100, resp. 250 Meilen näher als New-York — und mit den in seinem Hafen gebotenen Facilitäten, lässt sich noch gar nicht absehen, welchen Rang Baltimore zu Ende des Jahrhunderts unter den amerikanischen Hafenstädten einnehmen wird.

Baltimore ist jedoch nicht allein gross als Handels- und Fabrikstadt, als die Vaterstadt nützlicher Erfindungen und Neuerungen: es ist auch weltberühmt durch den Gemeinsinn seiner Bürger. Keine Stadt des Landes hat Namen von Philanthropen aufzuweisen, wie J. Patterson, John McDonogh, George Peabody, Johns Hopkins und Thomas Wilson. Das Millionen-Geschenk Pattersons ging zwar in der grossen Bankkrise von 1837 verloren, aber deshalb sollte er von seinen dankbaren Mitbürgern doch nicht vergessen werden. Die "Johns Hopkins Universität" nimmt trotz ihrer Jugend schon ihren Rang unter den ersten Hochschulen des Landes ein, und das von Hrn. Hopkins gegründete Hospital verspricht das grossartigste Krankenhaus der Welt zu werden. — Auch die Deutschen haben ihrem Gemeinsinne durch eine vortreffliche Waisen-Anstalt ein schönes Denkmal gesetzt.

Unter den deutschen Privat-Schulen erfreuen sich die der Zions-Gemeinde und die des Hrn. Friedrich Knapp eines bedeutenden Rufes; im Uebrigen ist die Stadt den Bedürf-

nissen der deutschen Bevölkerung durch Errichtung von fünf englisch-deutschen Volksschulen längst gerecht geworden.

Die Zahl der Deutschen in Baltimore lässt sich kaum annähernd feststellen; wenn man Alle rechnet, welche aus Deutschland eingewandert sind und die, welche im ersten Gliede von rein deutschen Eltern abstammen, so ist vielleicht die Zahl 120,000 viel zu niedrig gegriffen: immerhin darf man eine rein deutsche Bevölkerung von 80,000 Seelen annehmen.

Die Deutschen Baltimore's unterhalten zwei tägliche Zeitungen: ausser dem "Correspondenten" den täglichen "Baltimorer Volksfreund." Ferner erscheinen hier der "Wecker," die "Katholische Volkszeitung" und verschiedene andere periodische Schriften. Ihren religiösen Bedürfnissen dienen dreissig Kirchen aller Confessionen und zahlreiche Parochial-Schulen; und mehr als hundert Gesellschaften und Vereine sorgen für Wittwen und Waisen, oder für Vergnügung und Unterhaltung ihrer Mitglieder.

In der Handelswelt ist Baltimore's Deutschthum noch eben so tüchtig vertreten, wie vor fünfzig Jahren: die Firmen A. Schumacher & Co., L. D. Kremelberg & Co., Claas Voeke & Co., Von Kapff & Arens, Gebr. Böniger, G. A. Schlens & Co., Geyer & Wilkens u. s. w. gehören zu den ältesten und geachtetsten Rhederfirmen der Stadt, und ein zahlreicher Nachwuchs strebsamer junger deutscher Kaufleute schlägt durch Gründung neuer Handelshäuser eine Brücke zwischen der Gegenwart und einer hoffnungsvollen, glänzenden Zukunft. Möge Derjenige, welcher in hundert Jahren die Geschichte der Deutschen in Baltimore zu schreiben unternimmt, in keiner Hinsicht einen Rückschritt zu verzeichnen haben!



MAYOR'S MESSAGE

TO THE

CITY COUNCIL.

BALTIMORE, SEPTEMBER 21., 1880.

Gentlemen—Upon the reassembling of your honorable body there are some matters to which I desire to call your attention. It seemed to be the public sense that some recognition should be taken of the fact that the present year is the 150th anniversary of the founding of the city of Baltimore. With this object, the Historical Society of Maryland suggested that there should be a civic celebration of the event, and appointed a committee to confer with the Mayor and act with a committee to be appointed by him in taking action in the matter. For a while nothing further was done in this connection; but it evidently being the popular desire that the suggestion of the Historical Society should be carried out, a large and influential body of our German-American citizens, determining that this desire should be gratified, with praiseworthy patriotism effected an organization and commenced active preparations for the celebration. Having appointed a working committee and selected the mayor as their honorary president, I in turn appointed a sub-committee from that first selected to represent the municipality and act in conjunction with the committee appointed by the German-American citizens. The conference between these committees has resulted in a determination to have a civic festival, commencing on October 11th and ending October 16th. During the period thus selected, it is proposed to have a demonstration worthy of the event commemorated.

Very respectfully,

FERDINAND C. LATROBE, *Mayor.*

Government of the State of Maryland.

WM. T. HAMILTON, *Governor*,
 JAS. T. BRISCOE, *Secretary of State*,
 BARNES COMPTON, *Treasurer*,
 THOS J. KEATING, *Comptroller of the Treasury*,
 C. J. M. GWINN, *Attorney General*,
 W. S. WATKINS, *Adjutant General*.

Government of the City of Baltimore.

FERDINAND C. LATROBE, *Mayor*,
 GEORGE SAVAGE, *Secretary to the Mayoralty*,
 JOHN A. ROBB, *Register*,
 JOSHUA VANSANT, *Comptroller*,
 JAMES L. McLANE, *City Counsellor*,
 THOMAS J. HALL, JR., *City Solicitor*.

Members of the City Council:

FIRST BRANCH.

DR. J. D. FISK,	JOHN STEWART,
T. H. HAMILTON,	D. G. WRIGHT,
S. E. ATKINSON,	JAMES E. WEAVER,
WM. J. KELLY,	JOHN S. HOGG,
JAMES ST. L. PERRY,	M. E. MOONEY,
JOSHUA HORNER, JR.	JACOB SCHENKEL,
JOHN M. GETZ,	HENRY SANDERS,
JOHN MEERS,	JAMES BROUNEL,
JOHN J. MAHON,	M. ALEX. MILLER,
H. G. FLEDDERMAN,	JOHN A. DOBSON.

SECOND BRANCH.

W. STEVENS,	DR. J. P. THOM.
S. E. CLAGETT,	J. C. TONER,
J. McWILLIAMS,	R. A. POULTON,
DR. D. S. C. IRELAND,	JOHN F. WEYLER,
J. FRANK LEWIS,	A. H. GREENFIELD,

*Municipal Executive Committee:*FRANCIS P. STEVENS, *Chairman*.COL. J. THO'S SCHARF, *Secretary*.

JOHN T. FORD, JAMES R. HERBERT, HENRY C. SMITH.

*Committee on Public Comfort:*HENRY W. EASTMAN, *Chairman*.W. W. McBee, *Clerk*.*Committee on Decoration & Illumination:*J. J. JACKSON, *Chairman*.Jesse K. Hines, Jr., *Sec'y*.*Committee on the Press:*H. S. ABELL, *Chairman*.J. Tho's Scharf, *Sec'y*.*Committee on Transportation:*

WM. H. BOYD.

*Municipal Committee on Finance:*WM. H. GRAHAM, *Chairman*.James E. Carr, Jr., *Sec'y*.

Chr. Ax,	Chas. A. Vogeler,	H. F. Turner,
M. D. Banks,	Tho's Deford,	C. Y. Davidson,
F. Slingluff,	L. Berner,	J. D. Mason, Jr.
Geo. M. Bokee,	C. H. Mercer,	Edw. Connelly,
W. A. Boyd,	J. S. Hagerty,	H. Shriver,
L. Strassburger,	H. J. Keyser,	Ad. Richter,
Francis Burns,	Geo. F. Sloan,	W. Abrahams,
H. A. Parr,	J. Moylan,	A. Schaefer,
F. Elenbrock,	W. H. Grafflin,	J. Hemmeter,
J. A. Hurst,	A. Frank,	J. Bonnett,
A. Kummer,	J. Q. A. Herring,	H. Sander,
J. L. Bigham,	Wm. Eckhardt,	J. H. Dixon,
J. Friedenwald,	R. M. Jones,	Wm. Seemueller,
J. L. Sickel,	P. Knell,	Wm. H. Bolton.

*Executive Board of the German Societies:*JOHN R. FELLMAN, *Chairman*,Adolph Richter, *Treasurer*,H. Schoecke, *Secretary*,

Joseph Raiber, John Hemmeter, Chr. Bartell, R. D. Boss,

A. von Degen, W. Rosskamp, H. Schroeder.

Committee on Finance:

JOHN HEMMETER, *Chairman*, H. Schoecke, *Sec'y*.
 Louis Berner, August Schaefer, Dr. A. Richter,
 Louis C. Schneidereith.

Agitation Committee:

C. BARTELL, *Chairman*, A. von Degen, *Sec'y*.
 Joseph Raiber, R. D. Boss, Dr. A. Richter.

Committee on Arrangements:

CHRIST. BARTELL, *Chairman*, R. A. Boss, *Sec'y*.
 Joseph Raiber, F. Beckmann, Louis Beck, A. Schaefer.

Artistic Committee:

H. SCHROEDER, *Chairman*, J. Loewenthal, *Sec'y*.
 C. Bersch, Col. J. A. Sadsburg.

Committee on Decoration:

GEO. MORE, *Chairman*.
 John Meckthold, C. Nordhoff, G. Jung.

Committee on Music:

R. D. Boss, *Chairman*, Ferd. Jacober, *Sec'y*.
 Joseph Raiber, F. Fischer, John Simon, F. Griewisch,
 H. Mölmer, H. Müller, Wm. Jacobs, L. Berner,
 F. Beckmann, *Director*: Prof. Hammer.

Committee on Grounds:

Wm. Rosskamp, Karl Schneider, H. Engelhardt.

Committee on Printing:

A. VON DEGEN, *Chairman*.
 Aug. Steman, *Treasurer*, F. W. Kirschner, *Sec'y*.
 Fr. G. Warlitz, Ph. H. Lenderking, Theo. Kroh, Sr.

Reception Committee:

Dr. F. Hassenkamp, Sr. Prof. Fred. Knapp, Theo. Horn,
 Capt. Gronau, F. Schneider, G. H. Schweekendick.

Floor Committee:

Robert Hetz, F. P. Reisinger, Henry Glauz.

BALTIMORE CITY'S 150th ANNIVERSARY.

The Week's Programme.

MONDAY, OCT. 11.

Grand Procession, illustrating in allegorical tableaux the history of the City, its founding, growth, and present development. Parade of the German societies represented in the "General Committee of the Sesqui-Centennial." — Representation of our Commerce and Industry by decorated wagons &c., subjected to the arrangements of the Executive Committee and the Chief Marshal. The procession forms in front of the Broadway Institute and moves up Broadway to Baltimore Street, to South, to Pratt, to Howard, to Lombard, to Fremont, to Baltimore Sts. : down Baltimore to Eutaw, to Madison and to Charles Streets, around the Washington Monument, through Monument, to Howard, to Baltimore, to Liberty, to Lombard, to Sharp, to Baltimore, to Calvert Streets, around the Battle Monument through Lexington and Holliday Sts. passing the City Hall, turning into Fayette St., to Gay, along Gay to Biddle St., crossing the Union Railway track into Washington St., thence along Belair Avenue to the Schuetzen-Park. Orations by Col. J. THOS. SCHARF and Col. F. RAINE at the Park.

TUESDAY, OCT. 12.

MORNING. — Parade of the Order of Free and Accepted Masons, Knights Templar and of the pupils of our Public and Private Schools. AFTERNOON. — Grand Festival of the Historical Society of Maryland at the Academy of Music. Three Tableaux, representing the country in possession of the Indians, the settlement of Baltimore and the Baltimore of the present day.

WEDNESDAY, OCT. 13.

Parade of the State, City and visiting Military Organisations, City and visiting Fire Departments, Police Department, Letter Carriers and Telegraph Messenger Boys.

THURSDAY, OCT. 14.

Parade of the Catholic Knights and of all our Benevolent, Religious, Social, Medical and Temperance Societies and Orders. AFTERNOON, 3 o'clock—Dedication of the new school building, corner of Green and Fayette Sts. Throwing open all the school buildings of the city to the public for inspection. Musical and literary entertainments at the Baltimore City College and the two Female High Schools.

FRIDAY, OCT. 15.

Parade of Independent Orders of Odd Fellows, Knights of Pythias, Redmen, Knights of the Golden Eagle, Heptasophs, Independent Order of Mechanics, Druids, Royal Arcanum, Knights of Honor, and other secret orders and societies.

SATURDAY, OCT. 16.

Parade of colored Masons and all colored social and benevolent organisations, societies and orders.

TUESDAY, OCT. 19.

General Illumination of the City and Pyrotechnical Display in commemoration of the 150th Anniversary of the founding of Baltimore City and of the 99th Anniversary of the surrender of Lord Cornwallis at Yorktown.





CELEBRATION
OF THE
150th Anniversary
OF THE
FOUNDING OF BALTIMORE.

General Orders,

No. 2.

HEAD-QUARTERS CHIEF MARSHAL,
CITY HALL,
BALTIMORE, SEPT. 30, 1880.

The following orders relating to the formation of the Procession of History and Industry, October 11th 1880, are published for the information of all interested and will be strictly conformed to:

PLATOON OF MOUNTED POLICE.

BUGLERS.

CHIEF MARSHAL, JOSEPH RAIBER.

AND

CHIEF OF STAFF, COL. H. D. LONEY.

Mounted Color Bearer. (*Colors—Black and Gold.*)

AIDS TO CHIEF MARSHAL.

(Ten Front.)

MAYOR OF THE CITY, HON. FERDINAND C. LATROBE.

Mounted Color Bearer. (*Colors—White.*)

AIDS TO THE MAYOR.

(Ten Front.)

Orators of the Day, J. THOMAS SCHAEF and FREDERICK RAINE.

Minister, REV. G. ARMISTEAD LEARIN and JOHN R. FELLMAN,

Chairman of German Executive Com., in a barouche.

MUNICIPAL EXECUTIVE COMMITTEE

AND

GERMAN EXECUTIVE COMMITTEE,

in Barouches.

FIRST DIVISION.

(Colors—Red.)

CHIEF OF DIVISION--R. D. BOSS.

(TWELVE AIDS.)

MUSIC.

- No. 1. Two Heralds of 1730 (English).
Noblemen of same time
- " 2. Indian Chief with Warriors.
(Kindly volunteered from the U. O. R. M.)
- " 3. An Indian Wigwam (Tableau)
- " 4. Capt. John Smith on the Chesapeake, with his 13 men.
(Tableau)
- " 5. First Settlers and Loghouse (Tableau)
- " 6. The old Courthouse of Baltimore..... (Tableau)
followed by Watchmen.
- " 7. Camp Life of 1776 (Tableau)
followed by the Yankee Doodle Trio, Gen'l De Kalb
and others of his time.
- " 8. Minutemen on foot and horseback.
- " 9. A Clippership and Sailors.
- " 10. The Battle Monument.
- " 10½. Uncle Tom's Cabin (Tableau) from Monumental Theatre.
- " 11. The Old Defenders in carriages.
- " 12. A detachment of Soldiers of the present day, from the
5th Md. Rgt.
- " 12½. The Baltimore Riding Club.
- " 13. Baltimorea (Tableau)
- " 14. First Steamboat "Chesapeake"..... (Tableau)
- " 15. Gas (Tableau)
- " 16. Telegraph (Tableau)
- " 17. Telephone Co., A. J. Davis, one wagon.
- " 18. Hahl & Co.'s Electric Clock.
- " 19. Old Hand Fire Engine.
- " 20. Dr. Carpenter. Doctor of 1730 and of the present day.
- " 21. Steam Fire Engine.
- " 22. The Development of Fine Arts (Tableau)
- " 23. Horticulture (Tableau)
- a) J. Halliday, 1 Tableau.
- b) J. Cook, 1 do.
- c) O. P. Magill, 1 do.
- " 24. Agriculture..... (Tableau)
- " 25. The Seas..... (Tableau)
- " 26. Steamship..... (Tableau)
- " 27. "Columbia, gives a home to all."..... (Tableau)
with Sailors from a U. S. Man of War.
- " 28. Committees in Barouches.

SECOND DIVISION.

(Colors—Light Blue.)

CHIEF OF DIVISION — N. S. HILL.

(TWELVE AIDS.)

MUSIC.

- No. 1. Rail Road, (*Tableau*) by the Baltimore and Ohio R. R., followed by 30 Barouches, 30 Wagons and 5000 Men on foot.
- “ 2. Corn and Flour Exchange with 500 Men.
- “ 3. B. T. Starr & Co., Mill Stones.

THIRD DIVISION.

(Colors—Yellow.)

CHIEF OF DIVISION—FREDERICK ELLENBROCK.

(TWELVE AIDS.)

FORT McHENRY BAND.

THE GERMAN SINGING SOCIETIES.

CHARLES KAISER, *Marshal*, with Aids.

- No. 1. Apollo and the Muses (*Tableau*)
- “ 2. The Baltimore Liederkrantz.
- “ 3. The Arion Singing Society.
- “ 4. The Harmonie Singing Society.
- “ 5. The Frohsinn Singing Society.
- “ 6. The Fidelio Quartett Club.
- “ 7. The Beethoven Männer-Chor.
- “ 8. The Euterpe Singing Society.
- “ 9. The Germania Männer-Chor, with 6 barouches and 3 wagons. J. KLEIN, *Marshal*.
- “ 10. Vorwärts Turn-Association.
- “ 11. Maryland Turn-Association No. 1.
- “ 12. Baltimore Turn-Association.
- “ 13. Lafayette Turn-Association.
- “ 14. Junior Pyramid Club.
- “ 15. Pyramid and Pantomime Club.
- “ 16. German Society of Maryland.
- “ 17. German Orphan Asylum.
- “ 18. Bavarian Association.
- “ 19. Jolly Bachelors Association.
- “ 20. Bürger Schützen Association.
- “ 21. Teutonia Bowling Club.
- “ 22. Urgemüthlichkeit Club.
- “ 23. Holy Cross Church Society.
- “ 24. St. John's Youths Association.
- “ 25. Jackson Pleasure Socials.
- “ 26. Uncle Bräsig Society. — THEO. HORN, *Marshal*.
- “ 27. Baltimore Schützen Society. — A. MARTINI, *Marshal*.
- “ 28. Knights of St. Paul and St. Paul Holy Cross Association.

- No. 29. German Veteran Association.
 " 30. Schweizer Association.
 " 31. Sueven Association.
 " 32. Hessen-Association.
 " 33. Fritz Reuter Association.
 " 34. East Baltimore Jockey Club.
 " 35. Original Western Star Assembly.
 MUSIC.
 " 36. United Horseshoers of Baltimore.
 " 37. United Redmen.
 " 38. Germania Association No. 10.
 " 39. Germania Lodge K. H.
 " 40. Germania Lodge No. 24.
 " 41. United Order Sons of Liberty, and one wagon.
 " 42. Grand Lodge I. O. G. B. — JOHN SCHMUECK, *Marshal.*
 " 43. Toner Assembly. *Wagon.*
 " 44. Wm. McKewen Socials. *Wagon.*
 " 45. Young Good Will Club. *Wagon.*

FOURTH DIVISION.

(Colors—Purple.)

CHIEF OF DIVISION—HENRY LANTZ.

(TWELVE AIDS.)

CHAS WEBER'S BAND.

BENEVOLENT SOCIETIES.

- No. 1. German Drill Association K. P. —
 H. FENNER, *Marshal*, with Aids.
 " 2. Harugari, with *Tableau*. —
 C. ZIESCHLAG, *Marshal*, with Aids.
 " 3. Grand Grove O. of Druids. — A. BALLAUF, *Marshal*.
 " 4. Black Knights. — H. GERMANN, *Marshal*.
 " 5. Union of Friendship (Freundschaftsbund.)
 " 6. Epsilon Conclave No. 5 of Heptasophs.
 " 7. Hospital Relief Association of Md.
 " 8. Gallileo Union.
 " 9. Washington Lodge V. O. U. B.
 " 10. Humboldt Lodge No. 38 V. O. U. M.
 PICK'S BAND.
 " 11. East Baltimore Drill Association, CH. SCHOEL, *Marshal*.
 " 12. East Baltimore Sick Association.
 " 13. Workingmen Sick Relief Society, No. 5 South Street.
 " 14. United Workingmen Sick Association. —
 LEON. WICHELEIN, *Marshal*.
 MUSIC.
 " 15. General Workingmen Sick Relief Union. —
 JOHN LAMPE, *Marshal*.
 " 16. Harmonie Sick Association. — J. HARTMAN, *Marshal*.
 " 17. West End Sick Association — with one wagon.

- " 18. Barbers' Beneficial Association. —
G. F. ROBELEIN, *Marshal*.
- " 19. Turners' Sick Relief Association. —
CHAS. SCHUEL, *Marshal*.
- " 20. Harmony Lodge O. S. L. No. 4. —
GEO. BAUER, *Marshal*.
- " 21. Social Relief Association No. 1.
- " 22. Jackson Lodge No. 16 O. I. B. —
GEO. KRONER, *Marshal*.
- MUSIC.*
- " 23. Bricklayers Union. *One Tableau*, 4 Barouches.
600 men on foot.
- " 24. Plasterers Union of Baltimore, with 2 wagons. —
A. DAVIS, *Marshal*.
- " 25. Beacon Light O. B. B. — MOSES MOSES, *Marshal*.
With 10 barouches. 1 *Tableau*.
- " 26. Monumental City Lodge No. 311 I. O. B. B.
- " 27. Jedidjah Lodge I. O. B. B.
- " 28. Geo. Bauernschmidt's Liedertafel.
- " 29. *BOHEMIAN SUB-DIVISION*. —
V. J. SCHIMMICK, *Marshal*.

MUSIC.

Sokol'ska Blesk,	|	Perun.
Blanick.	|	Maryland.
Grand Lodge C. S. P. S.		

FIFTH DIVISION.*(Colors—Orange.)*

CHIEF OF DIVISION—JOHN GILL.

*(TWELVE AIDS.)**MUSIC.*

- No. 1. United Baltimore Bakers' Association. —
MICN. YOUNG, *Marshal*.
with 6 barouches and 1 decorated wagon.
- " 2. J. D. Lauster, 3 wagons,
- " 3. J. W. Cunitz, 2 "
- " 4. Geo. Eldridge, 1 "
- " 5. C. H. Black, 1 "
- " 6. Jas. D. Mason & Co., 13 "
- FLOUR AND FEED.*
- " 7. Reinhard, Childs & Co., 3 "
- " 8. L. E. Bartel, 1 "
- " 9. Leo Lang, 1 "
- " 10. George Bros., 1 "
- " 11. J. T. Timanus & Son, 1 "
- " 12. Rob't Knight, 1 "
- " 13. A. L. Boggs jr. & Co., 1 "
- " 14. F. Krocher & Sons, 1 "
- " 15. S. Edwards & Co., 2 "

No. 16.	Jno. R. Hudgins & Co.,	1	wagon.
" 17.	A. P. Gerber & Co.,	1	"
" 18.	C. A. Gambrell & Co.,	2	"
" 19.	McAfee Bros.,	1	"
" 20.	Penrose Nelker & Co.,	1	"
" 21.	J. M. Ramming,	1	"

GROCCERS.

" 22.	SeEVERS & Anderson,	2	"
" 23.	Hamilton & French,	3	"
" 24.	John Oliver,	2	"
" 25.	S. T. Johnson,	1	"
" 26.	J. Zink & Son,	6	horses,
" 27.	Sterling Manufact'g Co.,	1	wagon,
" 28.	Tho's M. Green & Bro.,	1	"
" 29.	H. M. Hosmer & Bro.,	1	"
" 30.	Drury & Ijams,	2	"
" 31.	Delaney & Smith,	3	"
" 32.	J. H. Leber & Bro.,	1	"
" 33.	Mooney & Co.,	1	"
" 34.	Dinsmore & Kyle,	4	"
" 35.	Wm. J. Bowen, Agt. of J. Pyles	Pearline ...	1 wagon,
" 36.	Geo. K. McGaw,	1	wagon,
" 37.	Tho's McCauley, Steam Bakery,	2	"
" 38.	American Mfg. Co., Oleomargarine.		

SALT.

" 39.	A. Kerr Bros. & Co.	2	"
" 40.	Parrish Bros.	2	"

TEA.

" 41.	Importers and Traders Tea Co.	2	"
" 42.	Atlantic Tea Company	2	"
" 43.	Martin, Gillet & Co.	1	"
" 44.	F. A. Bryan & Co.	1	"

PATENT TOP MANUF.

" 45.	L. Moore, Stedman's Patent Top,	1	carriage.
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BASKET AND WILLOW WARE.

" 46.	Lord & Robinson	2	wagons,
" 47.	Jos. Schlereth	1	"

SIXTH DIVISION.*(Colors—Green.)*

CHIEF OF DIVISION—JACOB MURBACH

*(TWELVE AIDS.)**SAW AND PLANING MILLS:*

No. 1. Otto Duker & Co. — Jos. M. BLAKABY, *Marshal of Section 1.*
 Chas. Weber's *Band* in wagon.

Wagon with Pyramid of Hard Wood, — Wagon with Sawed Work, — Wagon with Frames, — 2 Wagons with Employees, A Lumber Wagon, — Timber Wagon, — Watchman's Wagon.

No.2. B. J. Hubbel,	.....	1 wagon
3. G. W. Horstman,	.....	1 "
4. C. C. Rumph & Co.	.....	1 "
5. Heald, Saw & Planing Mill Company	.....	1 "
6. Heise & Bruns,	.....	1 "
7. Thomas Mathews & Co.	.....	1 "
8. Geo. F. Sloane & Bro.	.....	1 "
9. F. W. Trimble	.....	2 "

FURNITURE MANUFACTURERS.

MORTON D. BANKS, *Marshal of Section.*

10. Morton D. Banks,	.....	5 wagons
11. Rosendale & Co.	.....	2 "
12. Chris. Scherer	.....	2 "
13. Geo. Beck	.....	2 "
14. Gunther & Fink	.....	3 "
15. H. Jenkins & Son	.....	2 "
16. Graham & Schmidt	.....	3 "
17. Atlantic Furniture Co.	.....	5 "
18. Tho's Kugler	.....	1 "
19. Armstrong & Denny	.....	1 "
20. L. Himmel	.....	1 "
21. Rand Manufacturing Company	.....	6 "

MUSICAL INSTRUMENTS.

FIFTH REGIMENT BAND.

22. Wm Knabe & Co.,	200 men and 28 wagons
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F. LEGEMAN, *Marshal.*

23. Chas. M. Stieff	9 "
24. Wm. Heinekamp	2 "
25. A. Pomplitz	3 "
26. Sanders & Stayman	2 "
27. John Magez	.....	2 "
28. Wm. H. Bendler	.....	1 "

PICTURE FRAMES.

29. Wm. Eckhardt	.....	1 "
30. Schneider & Fuchs	.....	1 "

RUSTIC WORK.

31. Jas. Schloer	.....	1 "
32. Cottor Bride	.....	1 "

BARREL MAKERS.

33. Flourbarrel Coopers' Union	.....	1 "
34. Eppler & Sons	.....	1 "
35. Henry Schaefer	.....	1 "
36. Kimball, Tyler & Co.	.....	1 "
37. Fred. Schlimme	.....	1 "

SHOW CASES.

38. Chas. Carl & Co.	.....	1 "
39. Richard Sauer	1 "

BOX FACTORIES.

40. One Wagon with 24 horses, represented by the following		
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Firms: — Thiemeier & Co. — Adams & Setzer — Asendorf & Dryer — Klingmeyer & Co. — Becker & Bro. — Radecke & Co. — Siemers & Co. — Schulze & Co. — H. Heise & Co. — J. H. Duker	1 wagon
41. Wm. H. Schleigh.	2 ..
42. <i>BILLIARDS</i> : — J. G. Taylor & Co.	2 ..
43. <i>TURNERS</i> : — Stork & Sons.	1 ..

SEVENTH DIVISION.

(Colors—Violet.)

CHIEF OF DIVISION — COL. J. LYLE CLARK.

TWELVE AIDS.

No.	MUSIC.	
1.	<i>Express Companies.</i> — Adams Express	6 wagons
2.	Wm. Mullmeyer & Hunter	2 ..
3.	Dunn & Brother	2 ..
4.	<i>Schools.</i> — House of Refuge Mechanical Department, 200 on foot.	1 barouche,
5.	St. Mary's Industrial School	16 wagons
6.	Prof. Knapp's Institute (<i>Tableau</i>)	1 ..
7.	<i>Printers.</i> — Herald Publishing Company, 50 men	1 ..
8.	Globe Printing Company	1 ..
9.	L. Friedenwald & Co.	1 ..
10.	Torsch Bros.	2 ..
11.	Thomas & Evans	1 ..
12.	Jas. Young	1 ..
13.	<i>Lithographers.</i> — A. Hoen & Co.	1 ..
14.	<i>Stationers.</i> — Rossmässler & Morf	1 ..
15.	Guggenheimer & Weil	1 ..
16.	<i>Music Dealer.</i> — Geo. Willig	1 ..
17.	<i>Bookbinders.</i> — Dell & Knapp	1 ..
18.	<i>Paperhangers.</i> — Geo. Eckhardt	1 ..
19.	Aug. Hangemühle	1 ..
20.	Geo. Ehrhardt	1 ..
21.	<i>Fancy Paper.</i> — F. P. Reisinger	1 ..
21½	<i>Goldbeaters</i> — John Gechter	1 ..
22.	A. Deupert	1 ..
23.	<i>Post Office.</i> — Baltimore Post Office	9 ..
24.	<i>Straw Goods.</i> — Wilson & Perry	1 ..
25.	<i>Kid Gloves and Hair.</i> — Martin & Emerich	1 ..
26.	<i>Dry Goods.</i> — Ross, Campbell & Co.	3 ..
27.	Rosenthal & Co.	1 ..
28.	<i>Hosiery.</i> — L. Felber & Co.	2 ..
29.	L. Felber.	1 ..
29½	<i>Hatters.</i> — Snow & Co.	1 ..
30.	<i>Gent's Furnishing.</i> — Linton & Kirwan	1 ..
31.	<i>Shirts.</i> — R. Adams	1 ..
32.	S. Fleischman	1 ..
33.	Dubreul Bros.	1 ..

34.	<i>Carpets.</i> —Lorenz Weber	.....	1 wagon
35.	W. T. Dumbaco	.....	1 ..
36.	Schoenewolf	.....	4 ..
37.	T. S. Griffith & Co.	.....	3 ..
<i>MUSIC.</i>			
38.	<i>Tailors and Clothiers.</i> —Custom Tailors, 1 barouche, 2 wagons and 80 men on foot.		
39.	F. W. Oehm	.....	1 wagon
40.	Peter Blankner	.....	1 ..
41.	Rosenfeld Bros.	.....	10 ..
42.	Strassburger & Son	.....	2 ..
43.	K. Frank & Bro.	.....	2 ..
44.	<i>Shrinking.</i> —Joseph Rauff & Sons	.....	1 ..
45.	<i>Umbrellas.</i> —C. E. Beeler	.....	1 ..
46.	<i>Rugling.</i> —Ph. F. Gehrman & Co.	.....	2 ..
47.	<i>Dyer.</i> —Moritz Richter	.....	1 ..
48.	Wilcox & Gibbs	.....	1 ..
49.	<i>Cotton Mills.</i> —Powhattan Cotton Mills	.....	3 ..
50.	Savage Cotton Mills	.....	1 ..
51.	Okum Factory of Canton, 20 men on		
52.	<i>Paperboxes and Paper.</i> —Yaus & Co.	.....	1 ..
53.	Smith, Dixon & Co.	.....	3 ..
54.	<i>Tobacco.</i> —Becker Bros.	.....	4 ..
55.	Joesting Bros.	.....	1 ..
56.	L. H. Newdecker	.....	1 ..
57.	Packholder & Bamberger	.....	1 ..
58.	D. H. & L. V. Miller	.....	1 ..
59.	J. Abbott	.....	1 ..
60.	Jones Ellis	.....	1 ..
61.	Y. P. Stone	.....	1 ..
62.	E. A. Magill	.....	1 ..
63.	J. Herrman	.....	1 ..
64.	Rawlings & Co.	.....	1 ..
65.	Johnson & Davis	.....	1 ..
66.	Wm. Seeger	.....	1 ..
67.	J. Fred. Lotz	.....	2 ..
68.	Gail & Ax	.....	5 ..

EIGHTH DIVISION.

(Color—Indigo Blue.)

CHIEF OF DIVISION—GEN. R. H. CARR.

(TWELVE AIDS.)

MUSIC ON WAGON.

- | | |
|-----|---|
| No. | |
| 1. | <i>Butchers.</i> —United Butcher Ass'n, 300 men on horse, 6 wagons. |
| 2. | Sheep Butchers and Wool Pulling Ass'n, 8 wagons, 30 barouches. |
| 3. | Butchers' Pleasure Club, 5 barouches, 1 wagon. |
| 4. | Geo. W. Berranger, 1 wagon, 1 ten-horse chariot. |
| 5. | Cha's Blumhardt, 3 wagons <i>with Music.</i> |

6.	<i>Leather.</i> —Shoe and Leather Board of Trade	.....	5 wagons
7.	United Leather Association	.....	1 "
8.	Henry Linderman	.....	1 "
9.	<i>Pork Packers.</i> —J. C. Schafer	.....	2 "
10.	G. Cassard & Son	.....	1 "
11.	W. P. Havey & Sons	.....	6 "
12.	Rieman Bros. & Co.	.....	1 "
13.	P. T. George	..... 250 men on foot and	7 "
14.	<i>Hair Factories.</i> —W. Wilkens	..... 25 carriages and	5 "
15.	Fred. Walpert & Co.	.....	1 "
16.	G. N. Wiggers	.....	1 "
17.	<i>Brushes.</i> —Renous. Kleinle & Co.	.....	1 "
18.	<i>Upholsterers.</i> —Uriah A. Pollack	.....	2 "
19.	J. Frey	.....	1 "
20.	Edeler Bros.	.....	1 "
21.	<i>Lime, Hair and Cement.</i> —Jacob Green	.....	1 "
22.	<i>Paints and Oils</i> —Geo. N. Popplein, jr.	.....	1 "
23.	Maryland White Lead Company	.....	1 "
24.	Hirshberg, Hollander & Co.	.....	1 "
25.	<i>Varnish.</i> —Berry Bros.	.....	1 "
26.	R. H. Zuker	.....	1 "
27.	<i>Gutta Percha.</i> —W. H. Knight & Co.	.....	1 "
28.	<i>Glass Houses.</i> —Becker Bros., 250 men on foot and	4 "	
	Jno. Lang, <i>Marshal.</i>		
29.	Swindle Bros.	.....	3 "
30.	Riverside Glassworks, 50 men on foot and	1 "	
31.	Jas. B. McNeal & Co.	.....	1 "
32.	A. Young & Son	.....	1 "
33.	<i>Soap</i> —Christ. Lipps	.....	2 "
34.	Louis Dunlap, Agt.		
34½	Higgins Laundry Soap	.....	2 "
35.	<i>Laundry.</i> —Empire Steam Laundry	.....	1 "
36.	<i>Street Lamps</i> —H. Nicolai	.....	1 "

NINTH DIVISION.

(Colors—Chocolate.)

CHIEF OF DIVISION—COL. CHAS'S MCCANN.

(TWELVE AIDS.)

No.	<i>MUSK.</i>		
	<i>Oyster and Fruit Packers</i> —	A. K. SCHRIVER, <i>Marshal.</i>	
1.	Union Oyster Company	.....	1 wagon
2.	Nunsen & Sons	.....	1 "
3.	Miller Bros. & Co.	.....	1 "
4.	Tho's J. Myers & Co.	.....	1 "
5.	Platt & Co.	.....	1 "
6.	Jas. E. Stansbury	.....	1 "
7.	D. D. Mallory	.....	1 "
8.	J. S. Farron & Co.	.....	1 "
9.	J. Waltemaier & Co.	.....	1 "
10.	L. W. Councilman & Co.	.....	1 "

11.	(<i>O. & F. P. cont.</i>) J. Schoenberg & Co.	.....	1 wagon.
12.	Oberndorf & Going	.....	1 "
13.	Kensett & Co.	.....	1 "
14.	John C. Craft & Co.	.....	1 "
16.	McGrath & Co.	.....	1 "
17.	Hemming, Way & Co.	.....	1 "
18.	W. W. Boyer & Co.	.....	2 "
19.	J. B. Mallory & Co.	.....	1 "
20.	C. S. Maltby & Co.	.....	1 "
21.	O. W. Miller & Co.	.....	1 "
22.	H. M. Rowe & Co.	.....	1 "
23.	F. A. Weidner & Co.	.....	1 "
24.	A. Booth	.....	1 "
25.	Evans, Day & Co.	.....	1 "
26.	Hunt & Willing	.....	1 "
27.	L. McMurray & Co.	.....	1 "
28.	Moore & Brady	.....	1 "
29.	Hiccock & Co.	.....	1 "
30.	Cha's Harrop	.....	1 "
31.	Kegel & Gueder	.....	1 "
32.	Griffith & Gilpin	.....	1 "
33.	H. J. Horn & Co.	.....	1 "
34.	Flemming & Co.	.....	1 "
35.	Van Lill Preserving Company	.....	1 "
36.	P. J. Ritter	.....	1 "
37.	J. Wm. Potts	.....	3 "
38.	F. Schlegel	.....	1 "
39.	<i>Cider</i> — F. B. Carey	.....	1 "
40.	<i>Cannmakers</i> — John A. Farrell & Co.	.....	1 "
41.	Lineweaver & Co.	.....	1 "
42.	M. Wagner & Co.	.....	1 "
43.	Hall Bros.	.....	1 "
44.	S. Ruth	.....	1 "
45.	Grillet & Co.	.....	1 "
46.	J. B. Hand	.....	1 "
47.	H. Ubrich & Co.	.....	2 "
48.	<i>Tin Ware</i> — Keen & Hagerty	.....	4 "
49.	C. H. Wilhelm & Co.	.....	2 "
50.	J. H. C. Thirkel	.....	1 "
51.	Wm. Grosskast & Co.	.....	3 "
52.	Maryland Bathtub Company	.....	1 "
53.	Wm. Fuller & Co.	.....	3 "
54.	H. F. Muller	.....	2 "
55.	<i>Water Coolers</i> — Wm. H. Randall	.....	1 "
55½	<i>Leadwork</i> — Baltimore Leadworks	.....	1 "
56.	Merchants' Shottower Company	.....	1 "
57.	<i>China</i> — Hamill, Brown & Co.	.....	3 "
58.	Edwin Bennett	..... 100 men on foot and	2 "
59.	<i>Artificial Limbs</i> — D. Reinhard	.....	1 "

— MUSIC. —

The Brewers of Baltimore — H. VON DER HORST, *Marshal.*

60.	King Gambirinus with 2 Pages and 17 Aids.	
61.	H. Von der Horst	..... 1 wagon
62.	J. F. Wiessner	..... 1 "
63.	G. Bauernschmidt	..... 1 "
64.	Geo. Brehm	..... 1 "
65.	H. Strauss Bro. and Bell	..... 1 "
66.	J. Seeger	..... 1 "
67.	Bauernschmidt and Mahr	..... 1 "
68.	Sol. Strauss	..... 1 "
69.	John Boyd	..... 1 "
70.	Jos. Schreier	..... 1 "
71.	H. Eigenbrod	..... 1 "
72.	Gunther and Gehl	..... 1 "
73.	E. Hoenervogt	..... 1 "
74.	F. Weber	..... 1 "
75.	E. W. Stiefel	..... 1 "
76.	F. Wunder	..... 1 "
77.	S. Helldoerfler	..... 1 "
78.	F. Schlaffer	..... 1 "
79.	T. M. Dukehardt	..... 1 "
80.	L. Muth	..... 1 "
81.	B. Berger	..... 1 "
82.	Butterfield & Co.	..... 1 "
83.	Mrs. G. Rost	..... 1 "
84.	M. Berger	..... 1 "
85.	John Trust	..... 1 "
86.	H. Werner	..... 1 "
87.	Tho's Beck and Son	..... 1 "
88.	Adler & Muhlheiser	..... 1 "
89.	John Bauernschmidt	..... 1 "
90.	John Schultheiss	..... 1 "
91.	Bay View	..... 1 "
92.	<i>Weissbeer</i> — Jos. Schierlitz	..... 1 "
93.	<i>Coppersmiths</i> — H. J. Ellerbrock	..... 1 "
94.	John Hubert	..... 1 "
95.	<i>Coopers</i> — J. W. Gilpin & Son	..... 1 "
96.	J. Bonday jr. & Co.	..... 2 "
97.	J. Houser & Co.	..... 1 "
98.	F. Thau	..... 1 "
99.	Wm. Schneider	..... 1 "
100.	Geo. Kropp	..... 1 "
101.	Gunpowder Waterworks	..... 8 "
102.	<i>Well-diggers</i> — A. L. Miller	..... 1 "
103.	Andrew Coulter	..... 1 "
104.	<i>Mineral Water</i> — A. S. Miles	..... 3 "
105.	C. L. May	..... 3 "
106.	<i>Beer Bottlers</i> — A. von Mitzel	..... 6 "

107.	(B. B. cont.) Staten Island Bottling Company	.....	1 wagon
108.	W. J. Wickham & Co.	.....	2 "
109.	Wm. Brandstaedter	.....	1 "
110.	Consolidated Company	.....	10 "
111.	Maryland Bottling House	.....	1 "
112.	Louis Calling	.....	1 "
113.	H. Dantrich	.....	1 "
114.	H. R. Elbring	.....	2 "
115.	A. Snyder	.....	1 "
116.	S. Chestnut & Co.	.....	1 "
117.	R. Armiger & Sons	.....	1 "
118.	Thomas Marks	.....	1 "
119.	<i>Refrigerators</i> — C. H. Roloson & Co.	.....	2 "
120.	<i>Liquors</i> — L. Goldheim	.....	1 "
121.	<i>Dairies</i> — Maryland Dairy	.....	1 "
122.	Olive Dairy	.....	1 "
123.	Conrad Kraeter	.....	1 "
124.	Roseland Farm Dairy	.....	1 "
125.	Pearl Dairy	.....	1 "
126.	B. and O. Milkmen Association	.....	1 "
127.	C. H. Lohman	.....	1 "
128.	<i>Ice Cream</i> — S. L. McCulley	.....	1 "
129.	<i>Drugs</i> — Wm. H. Brown & Co.	.....	1 "
130.	Louis Becker	.....	1 "
131.	Stonebraker & Sons	.....	1 "
132.	Dr. C. W. Benson	.....	1 "
133.	Smith, Hanway & Co.	.....	1 "
134.	Leef Bros.	.....	2 "
135.	Wm. H. Reed	.....	1 "
136.	Holman Pad Company	.....	1 "
137.	<i>Barbers</i> — J. Gatto	.....	1 "
138.	H. Hartwig	.....	2 "
139.	<i>Real Estate</i> — S. H. Hooper	.....	1 "

TENTH DIVISION.

(Colors—Pink.)

CHIEF OF DIVISION — GEN. McIL HOWARD.

(TWELVE AIDS)

No.

MUSIC.

1. *Railways* — Northern Central R. R., 350 men on foot and
1 wagon — JAS. COALE & S. W. DEMOREST, *Marshals*.
2. North Baltimore Pass. Railway Co. 15 wagons
3. *Carriages and Wagons* — Wm. & J. H. Leonhardt, 1 "
4. John Albough 1 "
5. Henry S. Bell of the Carriage and Toy Co. 1 "
6. Heimiller Bros. 1 "
7. Geo. P. Colflesh 1 "
8. Gustav Glickman 1 "
9. G. J. Kurtz 1 "
10. T. D. Marshall 1 "

11.	<i>Blacksmiths</i> — John Kunkel & Sons,	1	wagon
12.	F. Kluth	1	"
13.	Henry Roth	1	"
14.	J. L. Brooks	1	"
15.	H. Meisner	3	"
16.	R. Edelmann	1	"
17.	H. C. Parrish	1	"
18.	<i>Iron Foundries</i> — A. Weiskittel & Son	2	"
19.	Egging & Harris	1	"
20.	John Waltz & Co.	2	"
21.	Bartlett, Robbins & Co.	2	"
22.	<i>Hardware</i> — Sidney, Norris & Co.	2	"
23.	C. J. Stewart & Sons	1	"
24.	<i>Edge Tools</i> — W. H. Kanne	1	"
25.	Edw. Clayford	1	"
26.	Union File Works	2	"
27.	John R. Hudgins & Co.	1	"
28.	Cha's Toland & Co.	1	"
29.	<i>Lightning Rods</i> — John A. Ruth	1	"
30.	<i>Gas Generators</i> — Astral Mfg. Co.	1	"
31.	C. M. Kemp	2	"
32.	Wm. F. Lay & Co.	1	"
33.	Md. Meter Works	2	"
34.	<i>Machinists</i> — John H. Buxton	1	"
35.	L. P. Clark & Son	1	"
35½	<i>Boiler Makers</i> — C. Froehlich & Co.	1	"
36.	Clark & Co.	2	"
37.	Jas. Murray & Sons and Wm. Petit	4	"
38.	Jas. J. Lazy & Co.	1	"
39.	E. J. Cold & Co.	1	"
40.	<i>Safe and Iron Works</i> — L. H. Miller	1	"
41.	<i>Stores</i> — S. A. Morgan	3	"
42.	<i>Fire Brick</i> — Baltimore Terra Cotta Works	3	"
43.	Burns, Russel & Co.	3	"
44.	<i>Galv. Iron</i> — Jas. Geddes & Co.	5	"
45.	John G. Hetzell	1	"
46.	Maryland Galvanic Works	1	"
47.	<i>Diver and Stevedore</i> — John S. Broom	1	"
47½	<i>Shipsmith</i> — Robert Clark	1	"
48.	Journeyman Ship Joiners' Union	1	"
49.	South Baltimore Shipsmiths' Ass'n	1	"
49½	<i>Elevator</i> — James Bates	1	"
50.	<i>Steel and Iron</i> — S. G. Winternitz	8	"
51.	<i>Mantel Works</i> — Baltimore Mantel Works	1	"
52.	<i>Marble</i> — Hugh Sisson & Sons	3	"
53.	L. Hilgartner	1	"
54.	Cha's E. Elman	1	"
55.	<i>Roofer</i> — Granite Roofing Works	1	"
56.	<i>Granite Workers.</i> — M. Gault & Son	1	"
57.	<i>Agricultural Implements</i> — A. & A. G. Alford	1	"

58.	(A. I. cont.) L. H. Lee & Bro.	8 wagons
59.	Joshua Thomas	4 "
60.	H. P. Underhill	1 "
61.	E. Whitman & Sons	1 "
62.	Md. State Agric. & Mech. Ass'n	5 "
63.	Ashland Iron Works	1 "
64.	A. L. Clayton	2 "
65.	R. H. Clayton	2 "
66.	C. Aultman & Co.	5 "
67.	Acids & Fertilizers — Danbman, Bro. & Co.	1 "
68.	Lorenz & Rittler	1 "
69.	Symmington Bros.	2 "
70.	Ball Founders — Henry McShane & Co., 60 on foot.	5 "
71.	Register & Sons	3 "
72.	Front Street Theatre	1 "
73.	Holiday Street Theatre	1 "
74.	Ice Dealers — John Biemiller	3 "
75.	Benj. Frederick	1 "
76.	Henry Weaver	1 "
77.	Charles Ferstermann	1 "
78.	Ice Dealers of Baltimore	10 "
	170 on foot, 30 mounted, Wm. Oler, Marshal.	
79.	Consumers Ice Co.	2 "
80.	Powder — A. L. Webb & Son	1 "
81.	C. Schumacher	1 "
82.	Asle Grease — W. J. Finck & Co.	1 "
83.	Cheese — John Thomson & Co.	1 "
84.	Grocer — J. G. Medinger	1 "
85.	Coal and Wood — H. Lange & Sons	8 "
86.	Geo. Hetz	2 "
87.	Carey & Co.	1 "
88.	Coal & Wood Association	4 "
89.	Horses — Jos. Friedburger	1 "
90.	Louis Seltzer	1 "
91.	Charles Rupp	1 "
92.	Hay Dealers — Geo. Hubner & Co.	1 "
93.	Jas. A. Butt	1 "
94.	Coal Oil and Lamps — P. Bangert	1 "
95.	H. Fitzberger	1 "
96.	Chris. Schaepperle	1 "
97.	Red C Oil Manufactory	2 "
98.	Stores — S. B. Sexton & Son, 69 men on foot.	1 "
99.	Undertakers — Blizzard & Sons	1 "
100.	Paste — Balto. Steam Paste Mfg. Co.	1 "
101.	Tin Ware — Matthai, Ingraham & Co.	4 "
102.	Insect Powder — John Koehler	2 "
103.	Junk Business — A. Mc. Donough	1 "
104.	Nathan Frank & Sons	3 "
105.	City Sprinkler — J. Erich	1 "

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| “ “ Paste,                   | Chocolate Cream “               |
| “ “ Candy,                   | Vanilla “ “                     |
| Fruit Candy,                 | Chocolate Turkish Caramels,     |
| Almond Candy,                | Chocolate Spanish Paste,        |
| Lemon Cocoanut,              | Cocoa Nut Caramels Soft,        |
| Walnut Candy,                | Medicated Candy,                |
| Yellow Taffy,                | Plain Candies,                  |
| Everton “                    | Rock Candy,                     |
| Walnut “                     | Cocoa Nut Candies,              |
| Cocoa Nut Cream Taffy,       | AB Gum Work,                    |
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Intermediate and Steerage Tickets at Low Rates.

### HALIFAX SERVICE,

#### CABIN PASSAGE.

|                                                          |         |
|----------------------------------------------------------|---------|
| From Baltimore to Halifax or Vice Versa, - - - -         | \$20 00 |
| Round Trip Tickets, - - - - -                            | 35 00   |
| From Baltimore to St. John's, N. F. or Vice Versa, - - - | 35 00   |
| Round Trip Tickets, - - - - -                            | 65 00   |

During the Summer Months no trip affords more relaxation than the above, giving the traveller an Ocean Voyage of three to four days on a Trans-Atlantic Steamship, and a sojourn in the Cool Climate of Nova Scotia.

The route via Baltimore offers particular advantage to **TOURISTS AND EMIGRANTS** to and from the West, as the piers of our Company are also the terminus of the Baltimore and Ohio R. R., the most direct, shortest, and consequently **CHEAPEST** road between the Seaboard and Western States.

On arrival of the Steamers no one is admitted to the pier, unless holding a ticket of admission issued at our office, thus preventing passengers from being taken in by runners, which is of common occurrence at other ports.

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Taken at Current Rates to Liverpool; also to London, Hamburg, Antwerp, Amsterdam, Rotterdam, Havre, Bordeaux.

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No. 5 South Gay Street,

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# An das reisende Publikum!

## Ueber Baltimore!

Zahlreiche Tausende von  
deutschen Zöglingen, die von  
und in Deutschland  
kommen, haben

Mit Dampfmaschinen des Nord-  
deutschen Lloyd wurden bis Ende  
1879 mehr als 750,000  
Personen befördert.

Post-  
Dampfschiff-Linie.

Jeder, der das alte Vaterland besuchen oder Verwandte und Freunde aus Europa kommen lassen will, sollte die vortrefflichen eisernen Postdampfschiffe des

# Norddeutschen Lloyd

zur Ueberfahrt benutzen.



Die Dampfer dieser Compagnie:

|                 |                 |              |               |
|-----------------|-----------------|--------------|---------------|
| "Braunschweig," | Capit. Andrich, | "Ohio,"      | Capit. Meyer, |
| "Kürnberg,"     | " Jäger,        | "Berlin,"    | Heinde,       |
| "Leipzig,"      | " Pfeiffer,     | "Baltimore," | Hellmers,     |

fabren regelmäßig alle vierzehn Tage zwischen

## Baltimore und Bremen

direct und nehmen Passagiere zu billigsten Raten an.

 Für Reisende von und nach Europa   
bietet kein Hafen an der Atlantischen Küste solche Vortheile wie  
**Baltimore.**

Die Entfernung nach dem Westen, Nord-Westen und Süden der Vereinigten Staaten von Baltimore ist bedeutend geringer, als von irgend einem andern Hafen an der Ostküste, die Fahrreise über Baltimore und demgemäß auch die billigsten.

Der Anlegeplatz der Dampfschiffe des Norddeutschen Lloyd ist zu gleich Derot der Baltimore und Ohio Eisenbahn, deren Waggons in unmittelbarer Nähe des Dampfschiffes bereit stehen, um die angetommenen Auswanderer weiter zu befördern, so daß Letztere nicht nöthig haben, irgend etwas für Umladung ihres Gepäcks oder für ihren eigenen Transport vom Schiffe bis zur Eisenbahn zu zahlen.

Wir übernehmen auch die Beförderung von Passagieren von allen Haupt-Eisenbahnstationen in Deutschland, Oesterreich-Ungarn und der Schweiz, Norwegen, Schweden, Dänemark etc. etc.

Achtet darauf, daß Euere Passage Scheine für die Dampfer des „Norddeutschen Lloyd“ ausgestellt werden. —

Wegen weiterer Auskunft wende man sich an die

## General-Agenten A. Schumacher & Co.,

5 Süd Gay Str., Baltimore, Md.

oder an deren Inland-Agenten. — In Bremen an die Direction des Norddeutschen Lloyd.



# ALTERATIONS!



- Page 38, Germ. Exec. Board, read JULIUS CONRAD, Secretary, instead of H. Schoecke.
- “ JOHN MECHTOLD, omitted.
- “ 39, Com. on Agitation, read J. RAIBER, Chairm., instead of C. Bartel.
- “ “ “ J. SIEBRECHT, instead of Dr. A. Richter.
- “ “ Com. of Arrangem., “ R. D. BOSS, instead of A. Schaefer.
- “ “ Com. on Decorat'n, “ J. MECHTOLD, instead of G. Morf, Chairm.
- “ “ Reception Com., “ L. SCHNEIDER & H. ENGELHARDT, instead of F. Schneider.
- “ 40, CORRECT MARCH ROUTE—Pratt to Eutaw, Eutaw to Lombard, instead of Pratt to Howard, Howard to Lombard.
- “ 42, below Mayor of the City, *F. C. Latrobe*, insert: MEMORIAL FLAG, presented by the Ladies of Baltimore; Mounted Color Bearer: JOHN SIEBRECHT.
- “ “ after German Executive Committee, insert ARTISTIC COMMITTEE in a Barouche.



## FIRST DIVISION.

- Page 43, strike off No. 10½: “Uncle Tom’s Cabin.”
- “ “ “ “ 14: “First Steamboat.”
- “ “ “ “ 20: “Dr. Carpenter.”
- “ “ “ “ 21: “The development of fine Arts.”
- “ “ No. 28, means: Committee of Arrangements,  
Committee on Finance,  
Committee of the Day.  
Committee on Music,  
Committee on Printing,  
Committee on Park.



Page 44, STRIKE OFF WHOLE SECOND DIVISION, (will be *Ninth* Division).



## THIRD (now Second) DIVISION.

Page 44, between Nos. 17 and 18, insert United Red Men.



## FOURTH (now Third) DIVISION.

Page 45, after No. 1, German Drill Association, K. of P., insert:

- a. Germania Lodge No. 14, K. P.
- b. Goethe Lodge No. 89, “
- c. De Kalb Lodge No. 75, “

## ALTERATIONS—CONTINUED.

- d.* Allemania Lodge No. 76, “
- e.* Jackson Lodge No. 30, “
- f.* Steuben Lodge No. 87, “
- g.* Schiller Lodge No. 28, “

### FIFTH (now Fourth) DIVISION.

- Page 47, strike off No. 22, Seevers and Anderson, Grocers, and read:  
No. 22. Seevers & Anderson, Paragon Flour Mills, 2 wagons.  
“ 22½. Starr & Co., Mill Stones, 1 wagon.
- 

### SEVENTH (now Sixth) DIVISION.

- Page 49, strike off No. 1, Adams Express Co.,  
“ No. 2, Wm. Mullmeyer & Hunter, and insert:  
No. 1. English Tally-ho Coach, Hawkins & Russel.  
No. 2. Ancient and modern Physician, Dr. Carpenter.
- 

### EIGHTH (now Seventh) DIVISION.

- Page 51, insert No. 17½. *Upholsterers*—C. S. Norris & Co., 2 wagons.  
“ “ 30½. *Glassworks*—Henry Seim, 1 wagon.
- 

### NINTH (now Eighth) DIVISION.

- Page 51, insert after Music: *Mount Pleasant Band*.  
“ 53, No. 101. after Gunpowder Water Works: *Mr. James Curran*,  
Pipes of Ancient and Modern Patern.
- 

### TENTH DIVISION.

- Page 54, read in Tenth Division, CHIEF OF DIVISION—  
COL. THOMAS J. MCKAY.  
“ No. 1. Adams Express Co., 6 wagons,  
“ “ 2. Mullmeyer & Hunter, 2 wagons,  
“ 55, omit No. 22. Sidney Norris & Co.,  
“ 56, read No. 66½. Geo. Oertel, Stamp Extractor, (Machine).  
“ No. 73½. Uncle Tom's Cabin, Monumental Theatre,  
“ No. 91½. C. W. Spankling, Veterinary Surgeon.
-

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**C. W. SCHNEIDEREITH,**  
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